

Book-79-Dr6
LEGAL SURVEYS

FOR CORONER'S OFFICE, CO. ATTYS
ETC.

DIETZGEN
— 211 —

CROSS SECTION

BOOK

No. 283

RET. TO ROBT. HOLTERHOFF

OFFICE OF CO. ENGR

920 Guardian Life Bldg.

ST. PAUL MINN.

EUGENE DIETZGEN CO.

DRAWING MATERIALS, MATHEMATICAL and
SURVEYING INSTRUMENTS

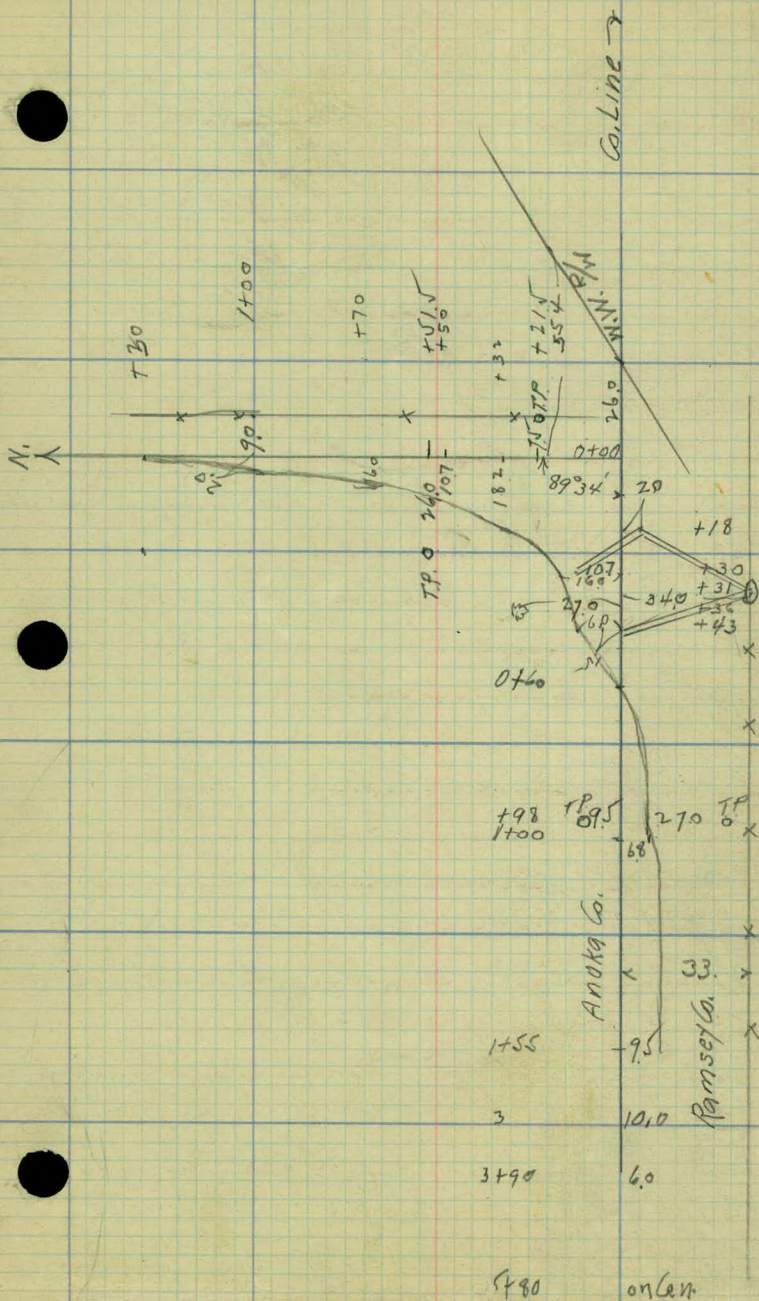
Chicago New York San Francisco New Orleans Pittsburg Toronto

Distances from Center of Roadway for Cross-Sectioning
Roadway 16 feet wide. Side Slopes 1 on 1.
For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.1	8.2	8.3	8.4	8.5	8.6	8.7	8.8	8.9	0
1	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	1
2	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	2
3	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	3
4	12.0	12.1	12.2	12.3	12.4	12.5	12.6	12.7	12.8	12.9	4
5	13.0	13.1	13.2	13.3	13.4	13.5	13.6	13.7	13.8	13.9	5
6	14.0	14.1	14.2	14.3	14.4	14.5	14.6	14.7	14.8	14.9	6
7	15.0	15.1	15.2	15.3	15.4	15.5	15.6	15.7	15.8	15.9	7
8	16.0	16.1	16.2	16.3	16.4	16.5	16.6	16.7	16.8	16.9	8
9	17.0	17.1	17.2	17.3	17.4	17.5	17.6	17.7	17.8	17.9	9
10	18.0	18.1	18.2	18.3	18.4	18.5	18.6	18.7	18.8	18.9	10
11	19.0	19.1	19.2	19.3	19.4	19.5	19.6	19.7	19.8	19.9	11
12	20.0	20.1	20.2	20.3	20.4	20.5	20.6	20.7	20.8	20.9	12
13	21.0	21.1	21.2	21.3	21.4	21.5	21.6	21.7	21.8	21.9	13
14	22.0	22.1	22.2	22.3	22.4	22.5	22.6	22.7	22.8	22.9	14
15	23.0	23.1	23.2	23.3	23.4	23.5	23.6	23.7	23.8	23.9	15
16	24.0	24.1	24.2	24.3	24.4	24.5	24.6	24.7	24.8	24.9	16
17	25.0	25.1	25.2	25.3	25.4	25.5	25.6	25.7	25.8	25.9	17
18	26.0	26.1	26.2	26.3	26.4	26.5	26.6	26.7	26.8	26.9	18
19	27.0	27.1	27.2	27.3	27.4	27.5	27.6	27.7	27.8	27.9	19
20	28.0	28.1	28.2	28.3	28.4	28.5	28.6	28.7	28.8	28.9	20
21	29.0	29.1	29.2	29.3	29.4	29.5	29.6	29.7	29.8	29.9	21
22	30.0	30.1	30.2	30.3	30.4	30.5	30.6	30.7	30.8	30.9	22
23	31.0	31.1	31.2	31.3	31.4	31.5	31.6	31.7	31.8	31.9	23
24	32.0	32.1	32.2	32.3	32.4	32.5	32.6	32.7	32.8	32.9	24
25	33.0	33.1	33.2	33.3	33.4	33.5	33.6	33.7	33.8	33.9	25
26	34.0	34.1	34.2	34.3	34.4	34.5	34.6	34.7	34.8	34.9	26
27	35.0	35.1	35.2	35.3	35.4	35.5	35.6	35.7	35.8	35.9	27
28	36.0	36.1	36.2	36.3	36.4	36.5	36.6	36.7	36.8	36.9	28
29	37.0	37.1	37.2	37.3	37.4	37.5	37.6	37.7	37.8	37.9	29
30	38.0	38.1	38.2	38.3	38.4	38.5	38.6	38.7	38.8	38.9	30
31	39.0	39.1	39.2	39.3	39.4	39.5	39.6	39.7	39.8	39.9	31
32	40.0	40.1	40.2	40.3	40.4	40.5	40.6	40.7	40.8	40.9	32
33	41.0	41.1	41.2	41.3	41.4	41.5	41.6	41.7	41.8	41.9	33
34	42.0	42.1	42.2	42.3	42.4	42.5	42.6	42.7	42.8	42.9	34
35	43.0	43.1	43.2	43.3	43.4	43.5	43.6	43.7	43.8	43.9	35
36	44.0	44.1	44.2	44.3	44.4	44.5	44.6	44.7	44.8	44.9	36
37	45.0	45.1	45.2	45.3	45.4	45.5	45.6	45.7	45.8	45.9	37
38	46.0	46.1	46.2	46.3	46.4	46.5	46.6	46.7	46.8	46.9	38
39	47.0	47.1	47.2	47.3	47.4	47.5	47.6	47.7	47.8	47.9	39
40	48.0	48.1	48.2	48.3	48.4	48.5	48.6	48.7	48.8	48.9	40

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 30.6. For same slopes but other widths of roadbed, correct above figures by one-half difference in width of roadbed; thus in example above, for 20 ft. roadbed distance will be $30.6 + (20 - 16) \div 2$ or 2 ft. added to 30.6 = 32.6. For slopes of 1 on 1½ see inside of back cover.

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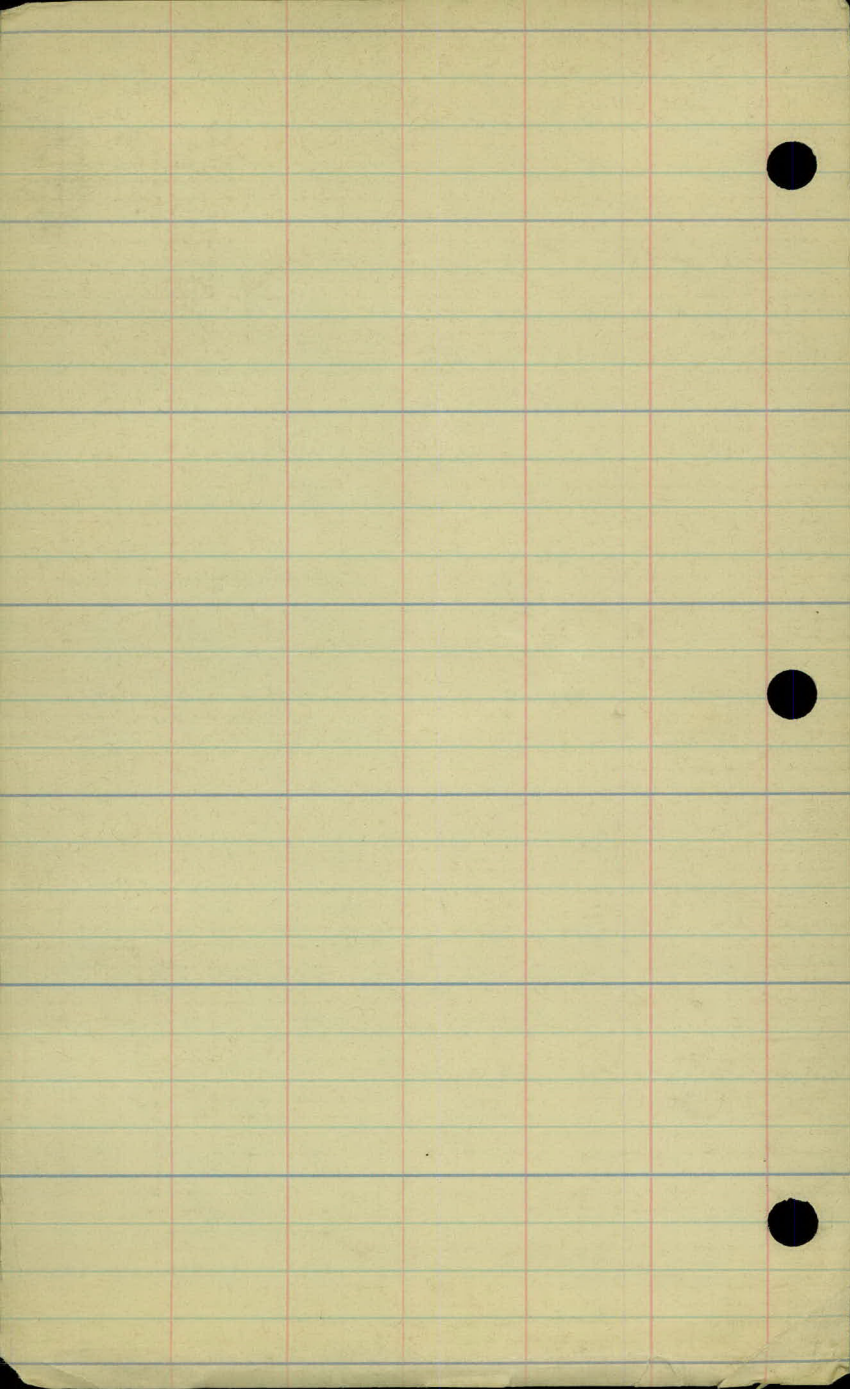
	8.66	915.15	906.49	500' N. of Co. line
0+00			4.35	910.8
1			4.55	910.6
2			1.95	913.2
+47			0.15	915.0
3			2.55	912.6
+70			5.7	909.5 B.C.
4			6.55	908.6
+30			7.3	907.9
+70			8.4	906.8
+92			8.6	
+92			8.6	906.6
5+08			8.8	906.4
+235			8.8	906.4 Co Line
+60			8.7	906.5
	8.61	915.58	8.18	906.97
6			8.2	907.4
+40			7.2	908.4
7			4.4	911.2
+55			2.5	913.1
8			2.0	913.6
+55			1.75	913.8
9+15			4.4	911.2
+40			4.7	910.9
10+45			4.5	911.1

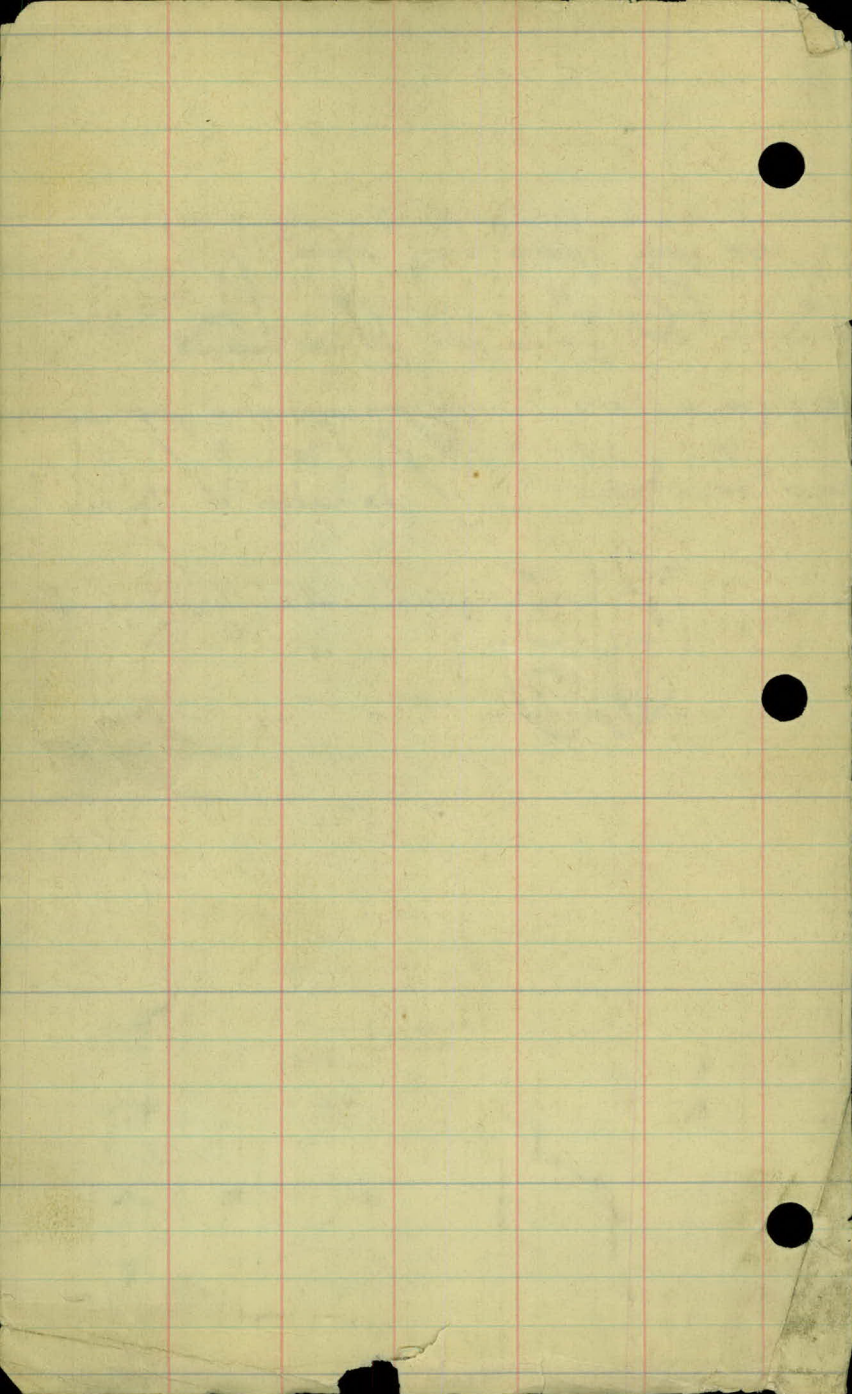
L

P.

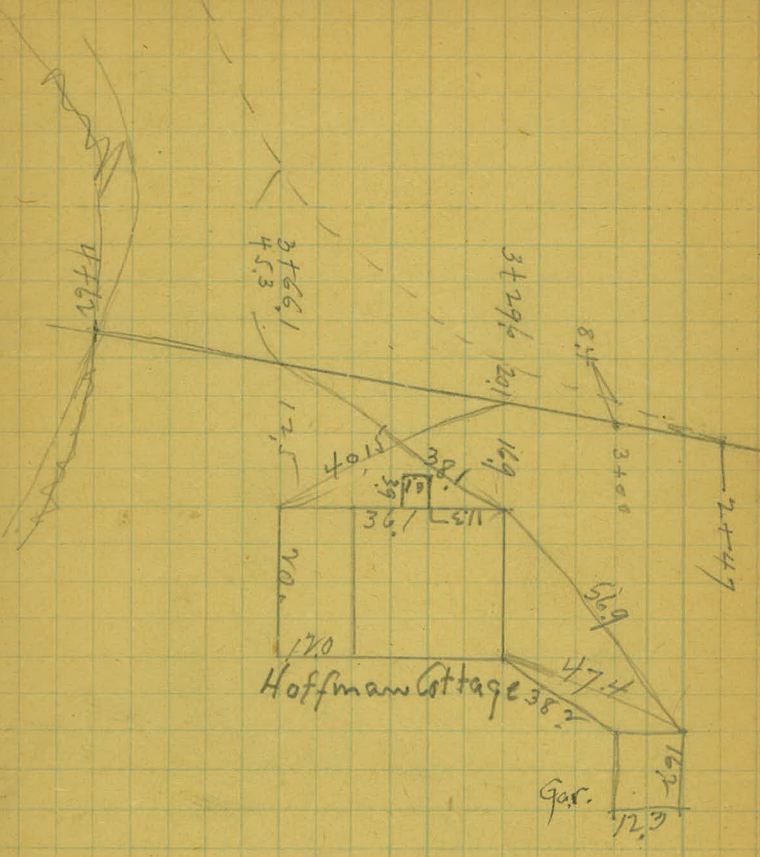
		78	75	78	71	66
		14	6	6	15	30
130	122	92	85	89	84	80
28	20	10	6	5	17	28
137	135	93	87	89	85	
40	23	9	6	6	22	
137		115	86	94	86	
71		12	5	6	25	

130	116	88	93	87	86
34	12	6	6	14	28
118	102	90	89	81	77
26	10	6	6	17	30

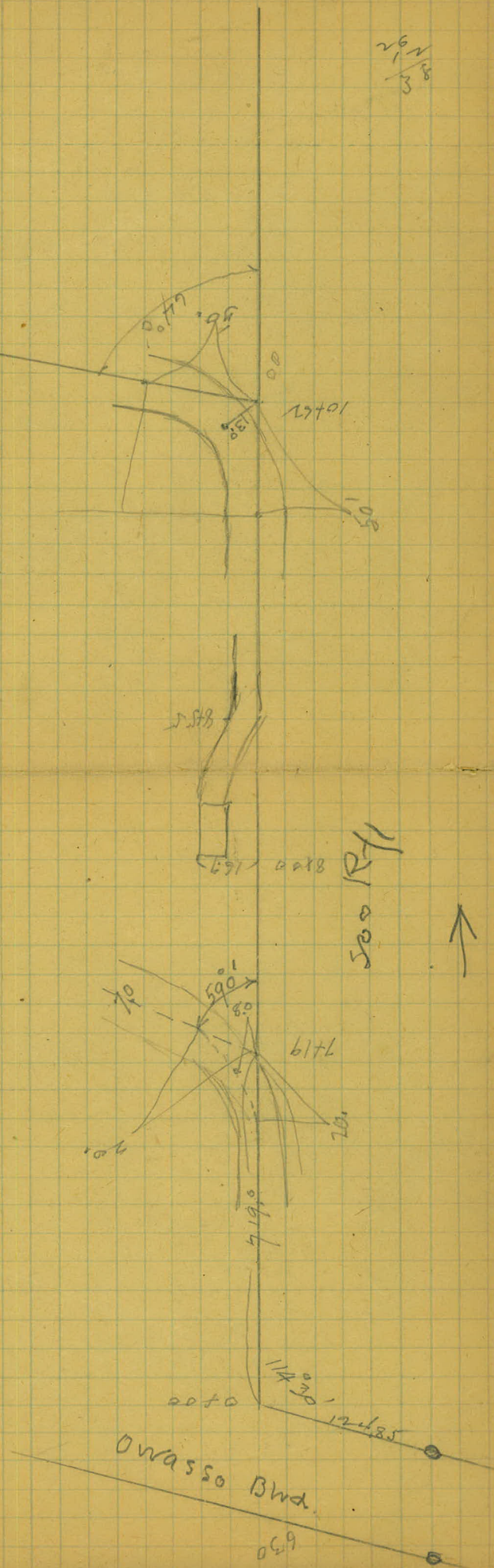


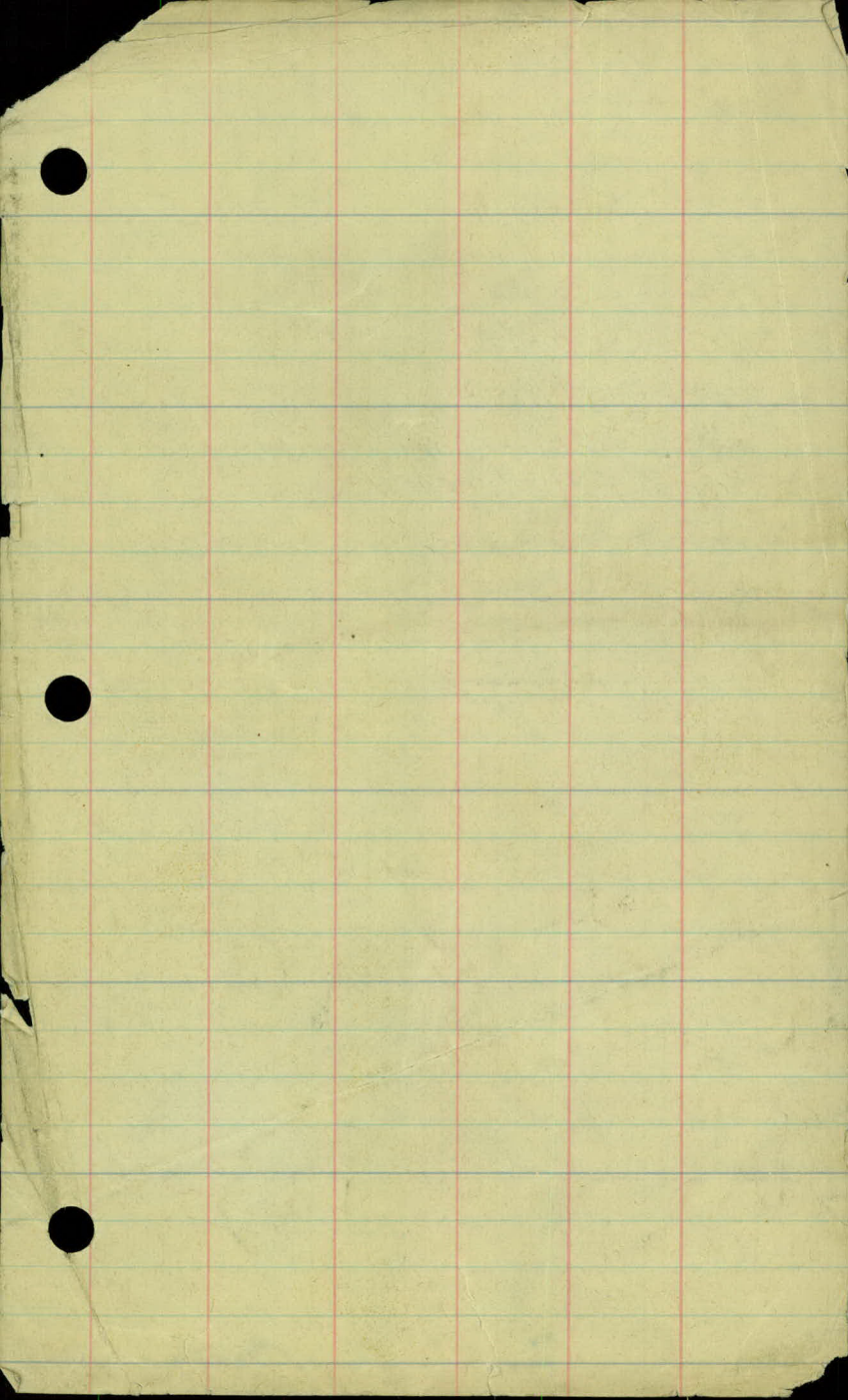


26 1/2
38



65
12 1/2
0.42





0.00 Co Line

(Body)

37 500 Line

43 Co Rd. G.

66 Co Rd. E.

72 Edgerton

85 Labore

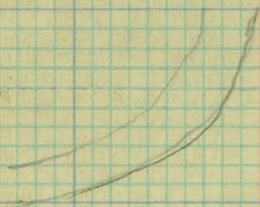
89 Labore

90 Kelby's

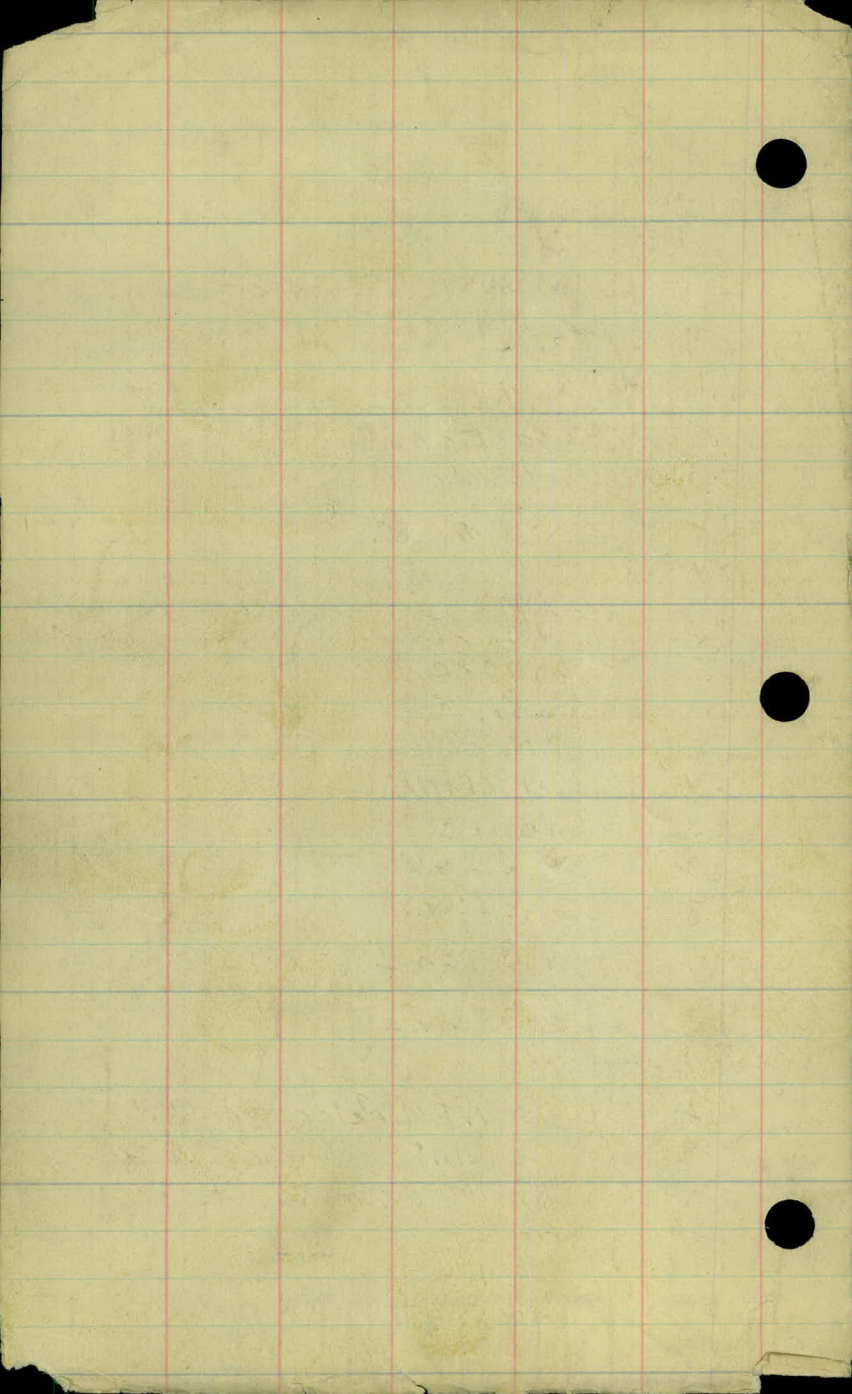
99 Co Rd. B.

10.4 Mc. Manemy

10.7 car Burned



0 + 0.4	Ho. Lt	
+ 0.5	Soo L	
+ 0.7	Co. Rd. 17 1/4	- Locate -
1.1	Ho. Lt	
1.1	" Rt	
1.5	Edgerton	
2.0	Alcades	
3.2	Kohlman Rt.	
3.4	" Rt	3.3
3.5	Ho. Lt.	3.5
3.7	Lobore	3.8
5.5	Co. Rd. E	5.3
6.2	R.R.	6.1
6.4	Centerville	6.2
7.3	Lahore	7.1
8.2	N. B. Lake	8.0
8.8	Co. Rd. G.	8.5
9.2	N. Birch L.	9.0
9.3	Soo. Line	9.1
10.5	H ³	10.3
11.3	Ho. Rt. Peterson	10.7
11.9	Co. Line	11.6 Mac. 18' all 33'
12.2	Br. Ho. Rt. + Rd. Lt.	11.9
12.6	Ho. Lt.	12.3
12.8	Torn. Lt.	12.5
12.9	sheds Rt	12.6
13.0	Co. Line	Pt. of Body 12.7
13.3	Jehon. Hoc	

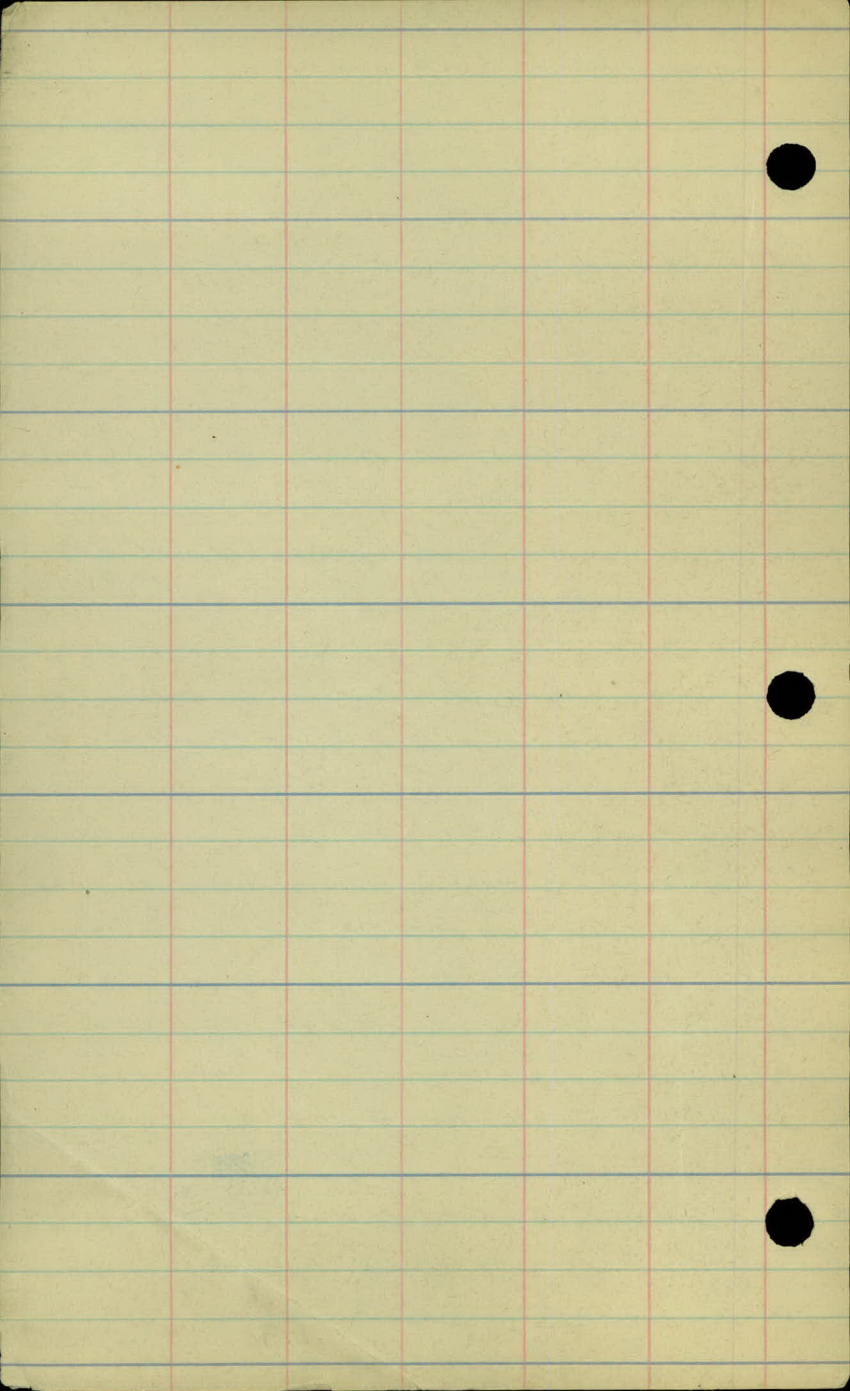


Trip taken with County Attorney O'Brien
Asst. Co. Attorney Houtzinger
+ Two City Detectives - McMullen +
in Police Car, From Rice St. + Co. Rd. "B" to North
County Line + So. 1/4 Cor. Sec. 34

Oct. 17-27

Speedometer Readings Object

0+00		Rice St. + Co. Rd. "B"
.40		Ho. Lt.
.50		Soo Line
.70		Burned Car Lt. 120'
1.00		McMenemy St. + Ho. Lt.
1.10		Ho. Rt.
1.50		Edgerton Jt.
2.00		Arcade "
3.20		Kohlman's Ho. Rt.
3.50	N. on Arcade	Ho. Lt.
3.70		Labore Rd.
5.50	N. on Labore	Co. Rd. "E"
6.20	W. on Co. Rd. "E"	N. P. Ry.
6.40		Centerville Rd.
7.30		Labore Rd.
8.20		So. Birch Lake Blvd.
8.80		Co. Rd. "G" - S.T.H. No. 63
9.20		No. Birch L. " "
9.30		Soo Line
10.50		Co. Rd. "H" 3"
11.00		Ho. Rt. (Anderson's)
11.90	N. on Centerville Rd.	No. Co. Line + Centerville Rd.
12.20		Rd. Lt. - Br. Ho. Rt.
12.60	N. to Co. Line	Ho. Lt.
12.80		Turn Lt.
12.90		Hay Sheds Rt.
13.00		No. Co. Line (Body)
13.30		School Ho. Rt.

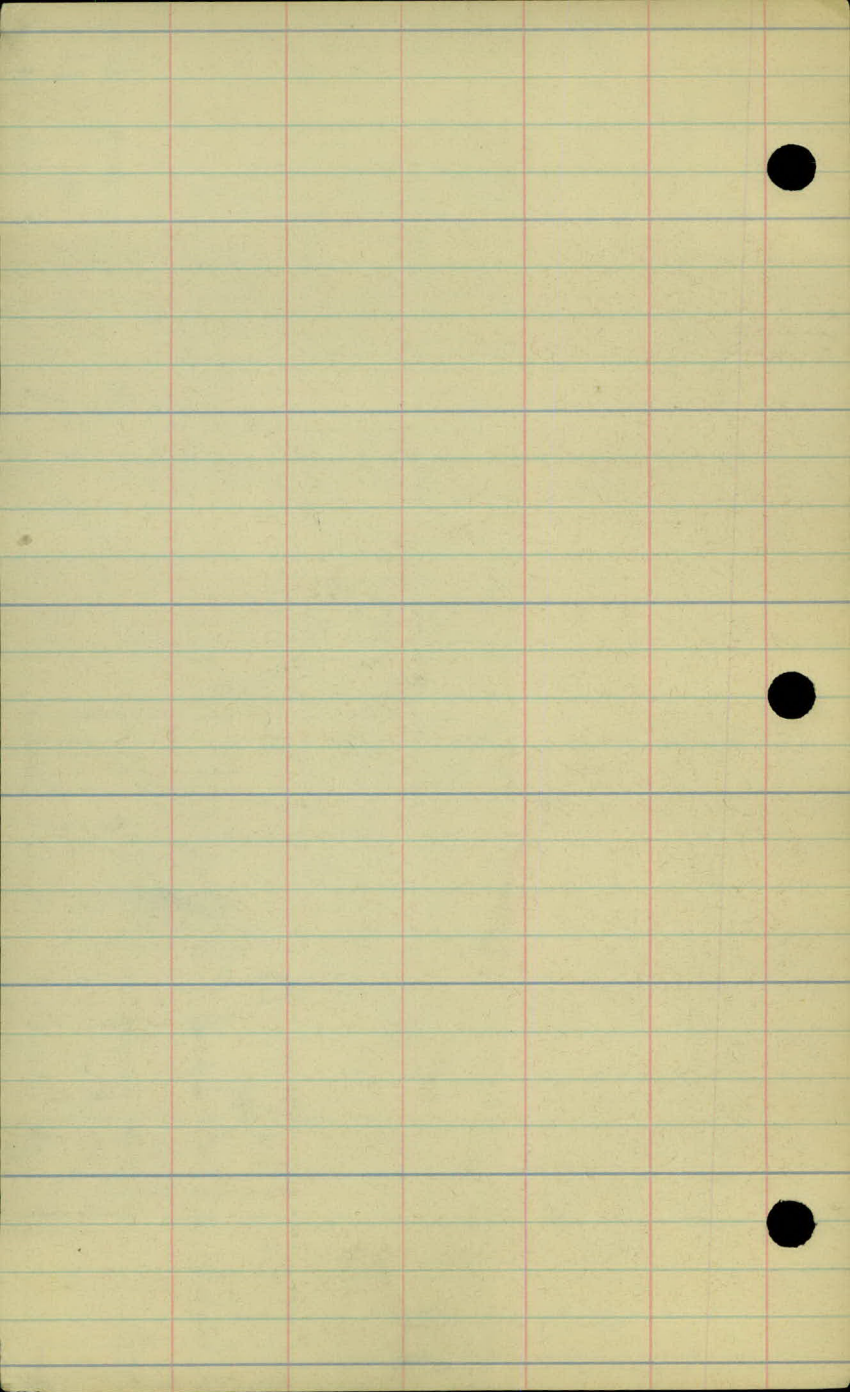


Return Trip from No. County Line to Rice St. & County Rd. "B"

Speedometer

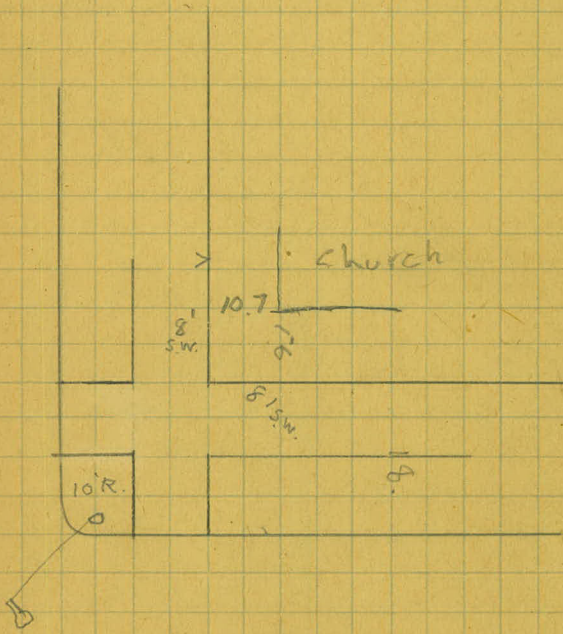
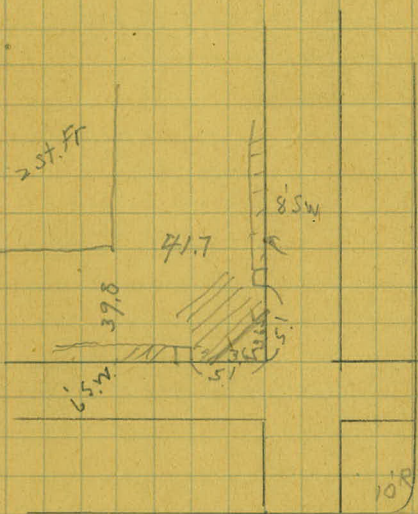
Object

0. 00	County Line
3. 70	500 Line
4. 30	Co. Rd. "G" S.T.H. No. 63
6. 60	" " "E"
7. 20	Edgerton
8. 50	Labore
8. 90	Little Canada Rd.
9. 00	Kelby's
9. 90	Co. Rd. "B"
10. 40	McMenemy
10. 70	Burned Car 120' Rt.
11. 40	Rice St.



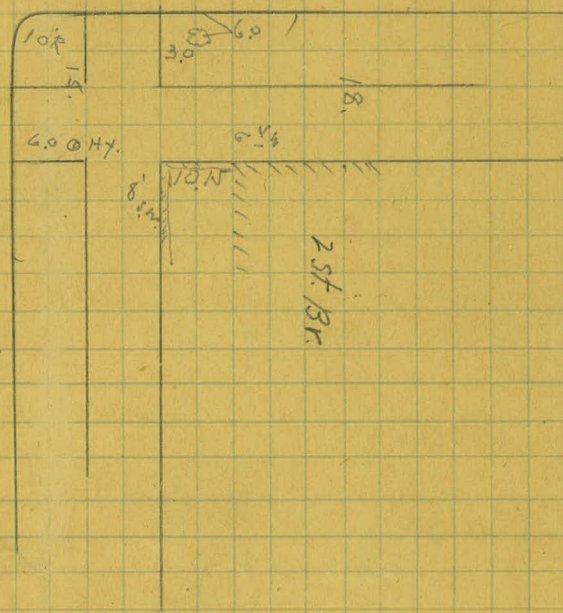
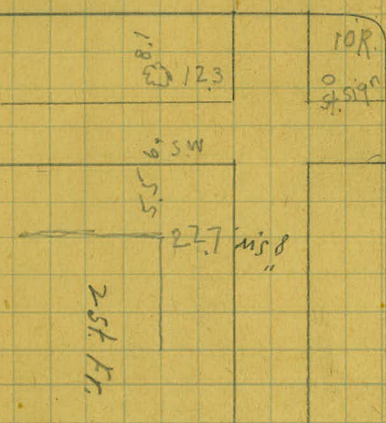
Dayton

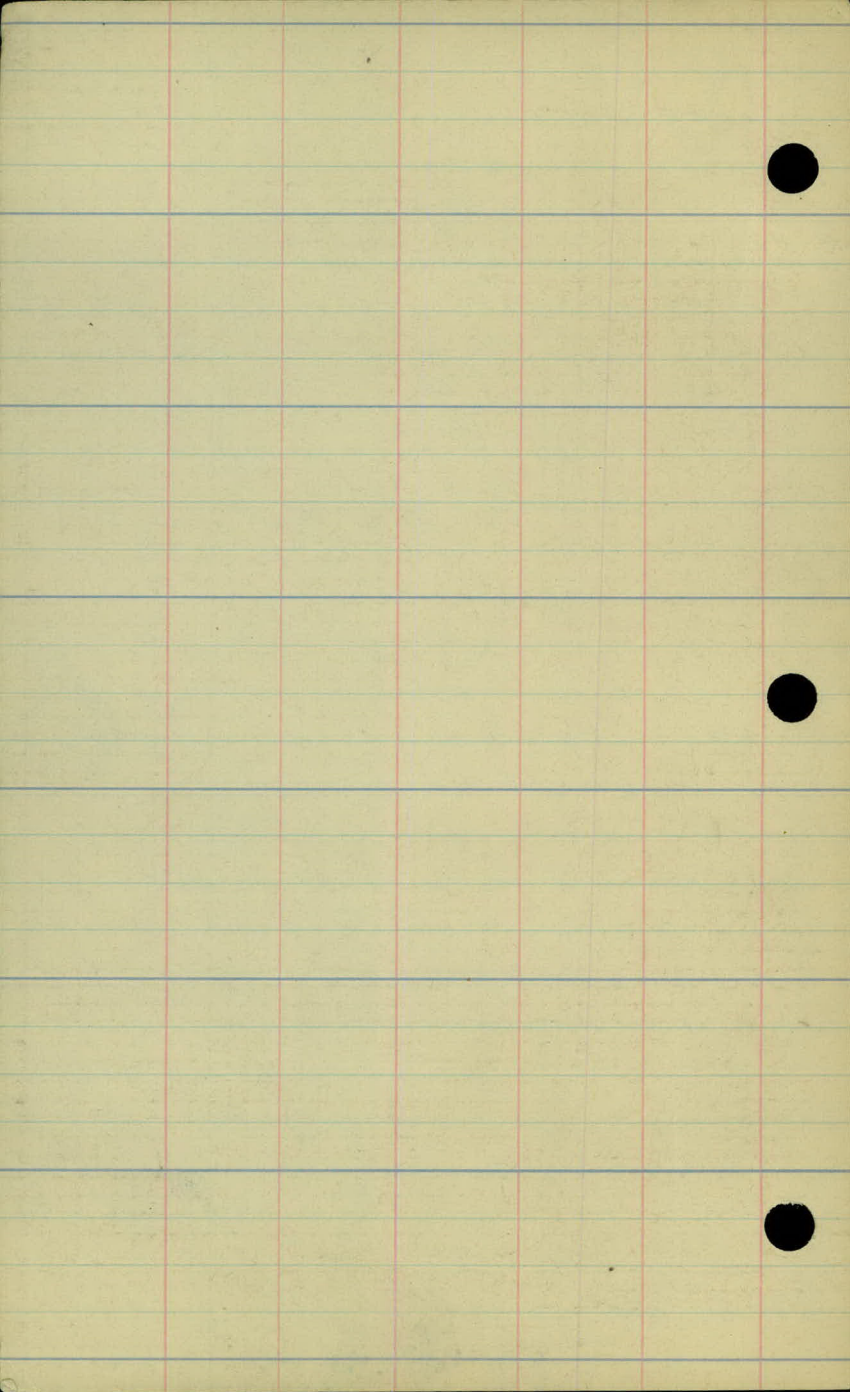
66.
36.

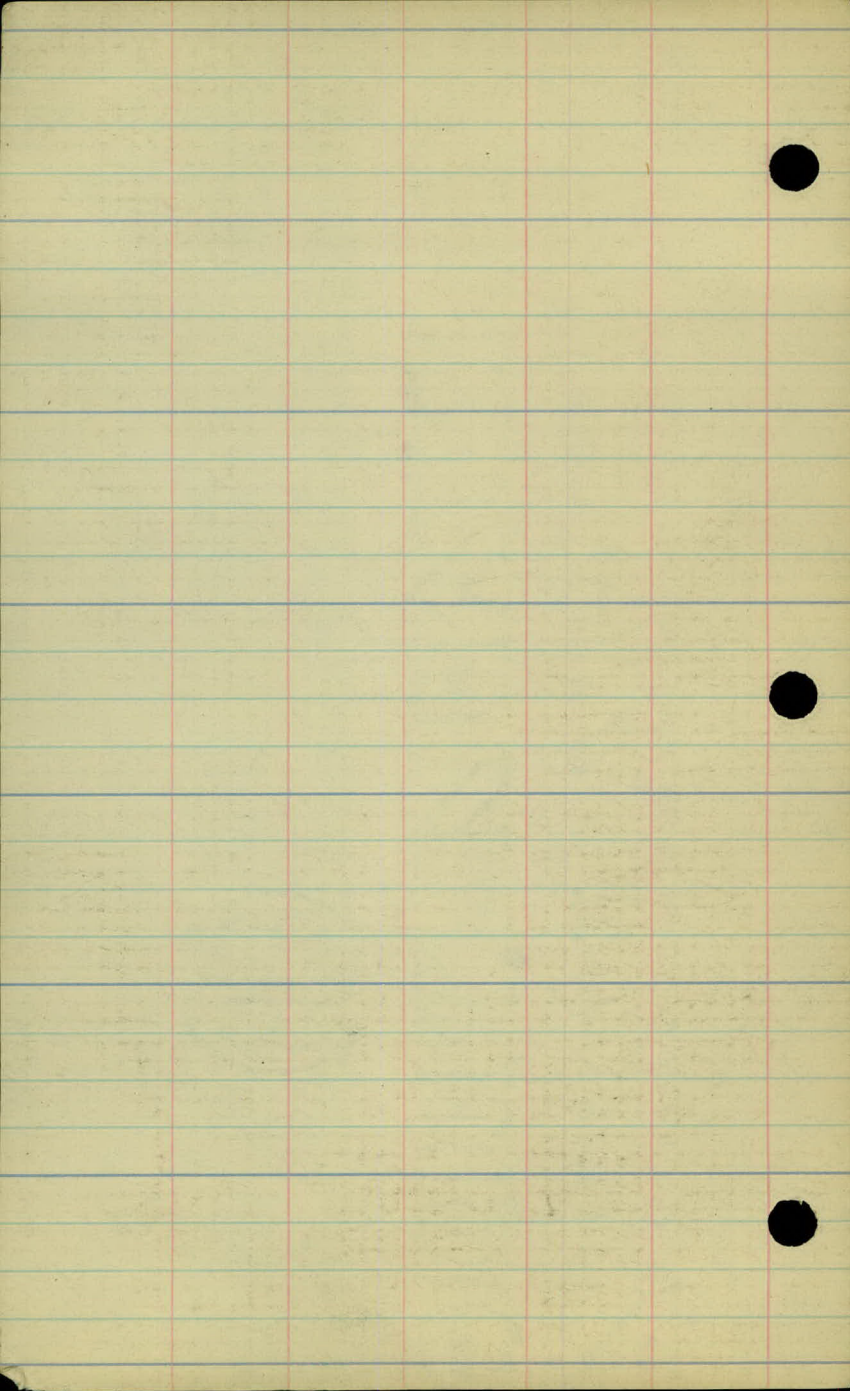


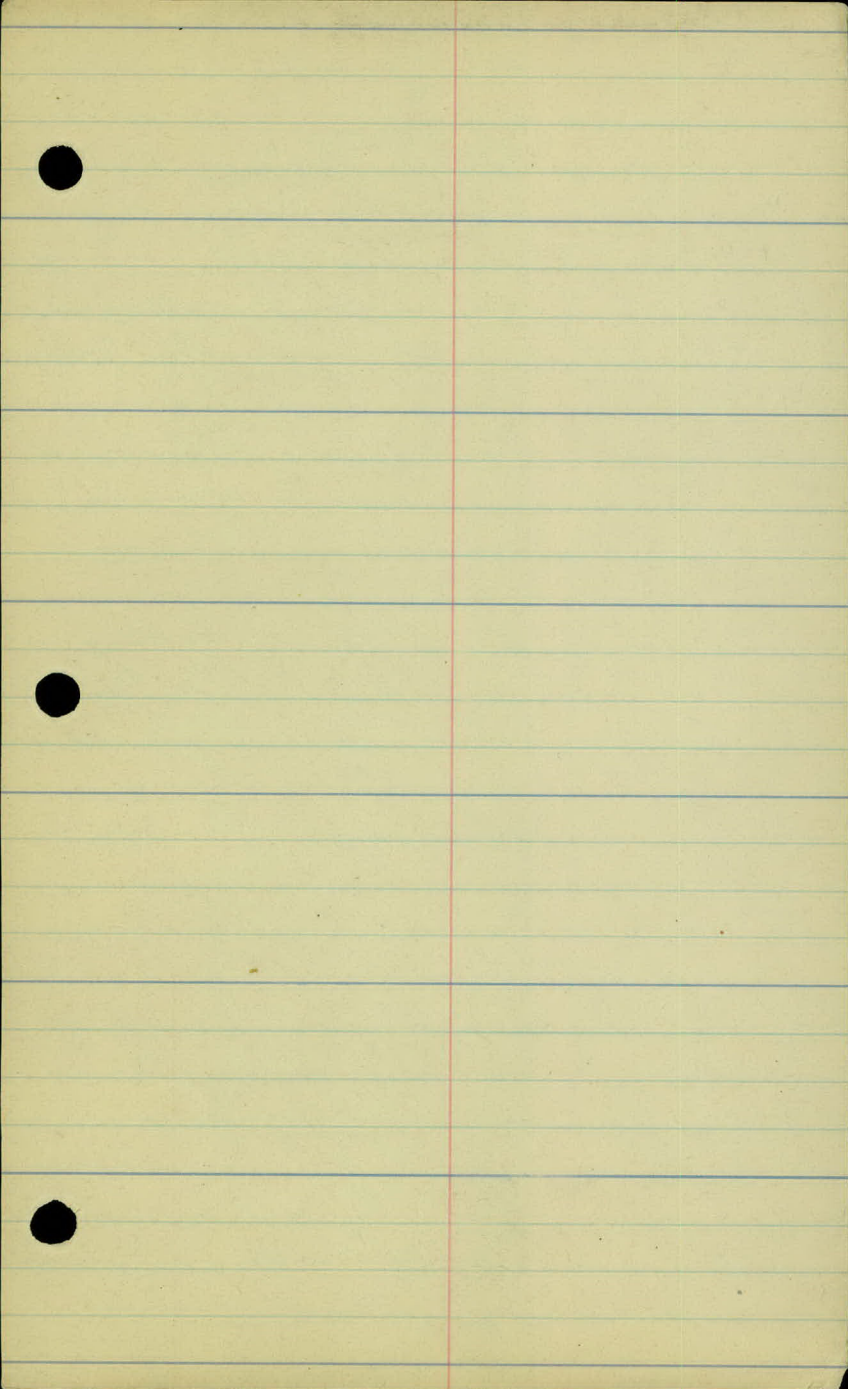
McKubin

30.









866 915.15

906.49

0+00

4.35 910.8

1

4.55 910.6

2

1.95 913.2

+47

0.15 915.0

3

2.55 912.6

+70

5.7 909.5

4

6.55 908.6

+30

7.3 907.9

+70

8.4 906.8

+92

8.6 906.6

5+08

8.8 906.4

+23.5

8.8 906.4 Co. Line

+60

8.7 906.5

861 915.58

8.18 906.97

6

8.2 907.4

+40

7.2 908.4

+55

2.5 913.1

8

2.0 913.6

+55

1.75 913.8

9+15

4.4 911.2

+40

4.7 910.9

10+45

4.5 911.1

Spike in T.R. - 21.5 N. of Co. Line

Pt. on E. of Rd. 500' N. of Co. line

Oct. 18-27

R.H.

7.8	7.5	7.3	7.8	7.1	6.6
<u>14</u>	<u>6</u>		<u>6</u>	<u>15</u>	<u>30</u>

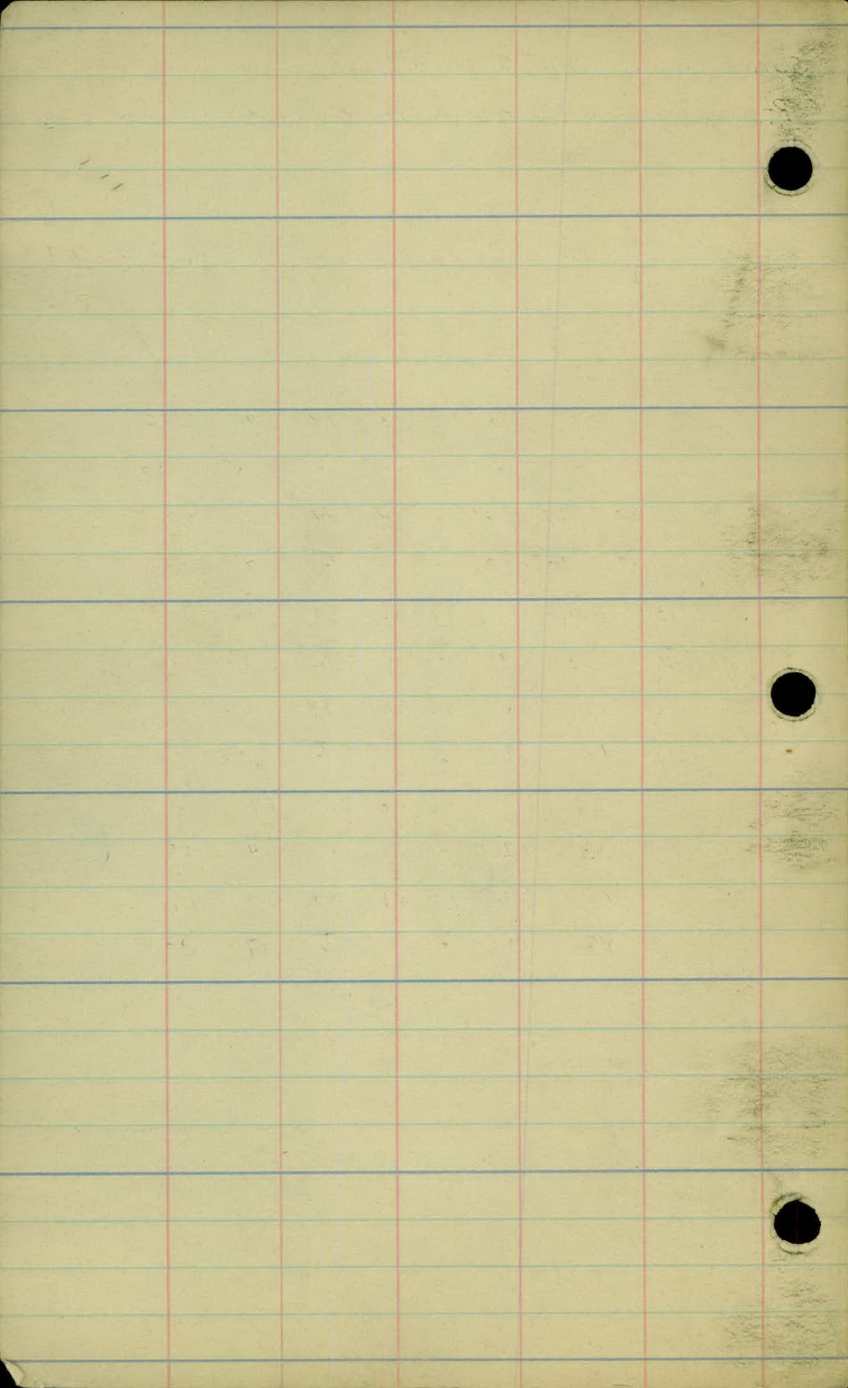
13.0	12.2	9.2	8.5	8.4	8.9	8.4	8.0
<u>28</u>	<u>20</u>	<u>10</u>	<u>6</u>		<u>6</u>	<u>17</u>	<u>28</u>

13.7	13.5	9.3	8.7	8.6	8.9	8.5
<u>40</u>	<u>23</u>	<u>9</u>	<u>6</u>		<u>6</u>	<u>22</u>

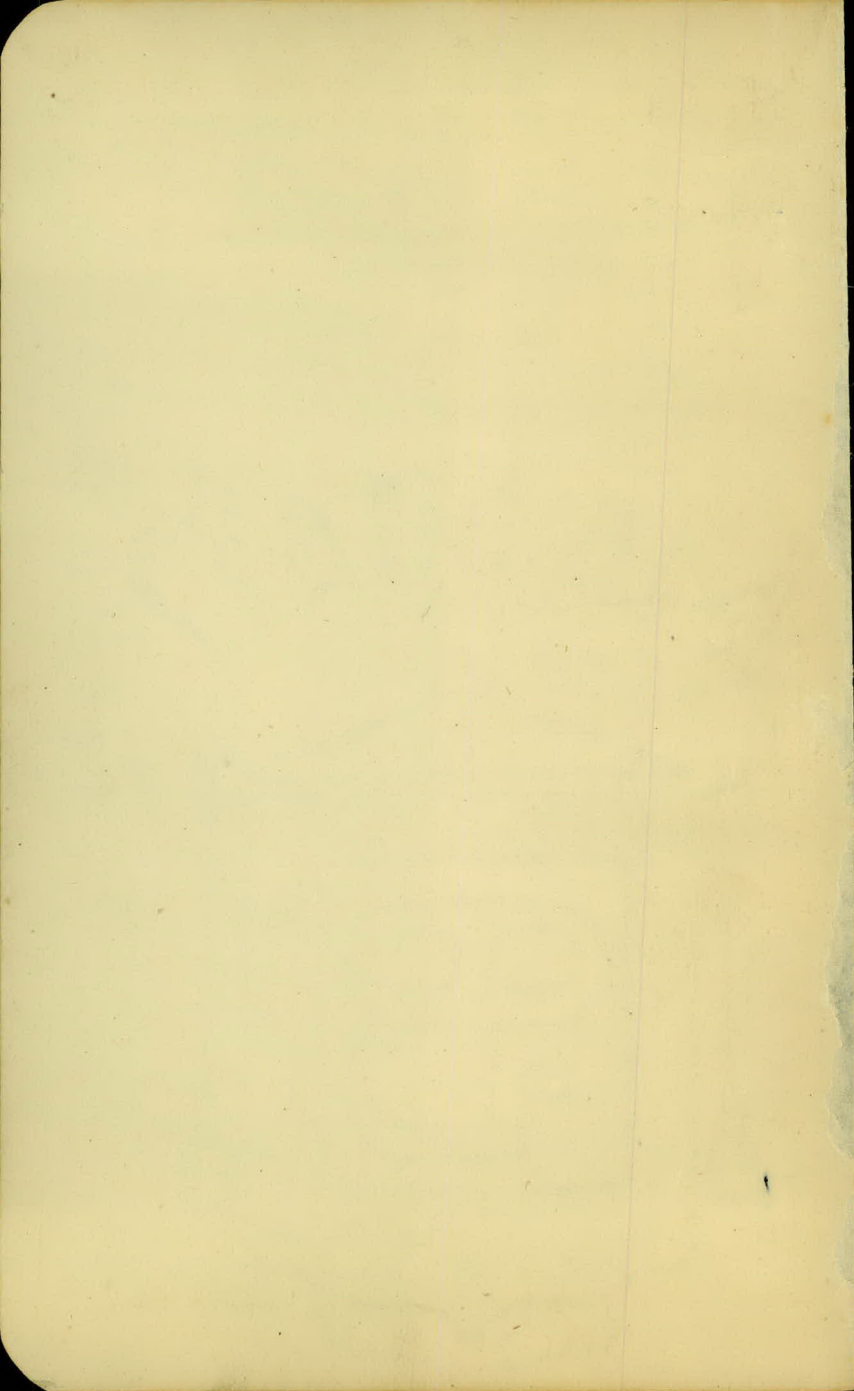
13.7	11.5	8.6	8.8	9.4	8.6
<u>41</u>	<u>12</u>	<u>6</u>		<u>6</u>	<u>25</u>

13.0	11.6	8.8	8.8	9.3	8.7	8.6
<u>33</u>	<u>12</u>	<u>6</u>		<u>6</u>	<u>14</u>	<u>28</u>

11.8	10.2	9.0	8.7	8.9	8.1	7.7
<u>26</u>	<u>10</u>	<u>6</u>		<u>6</u>	<u>17</u>	<u>30</u>



125



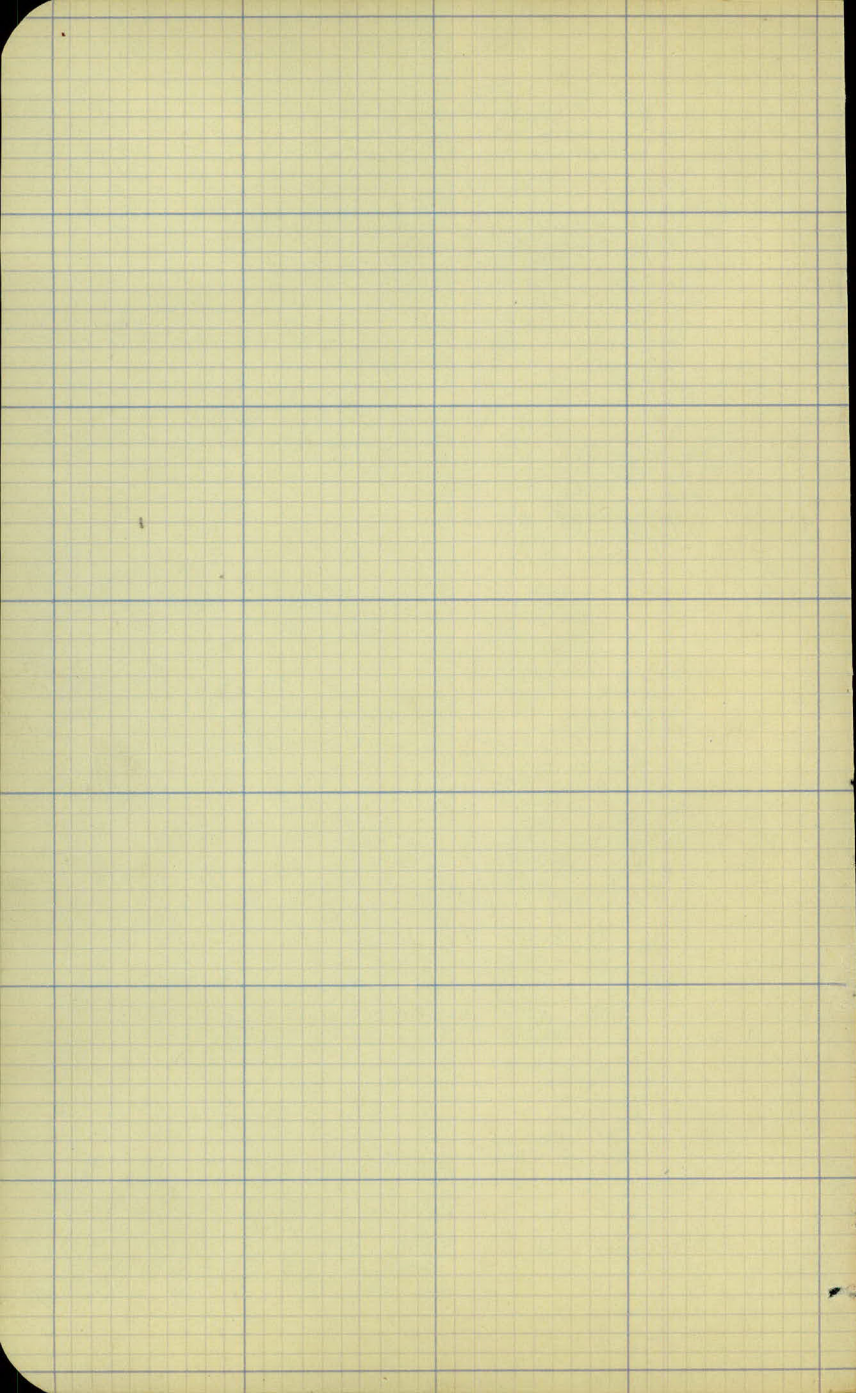
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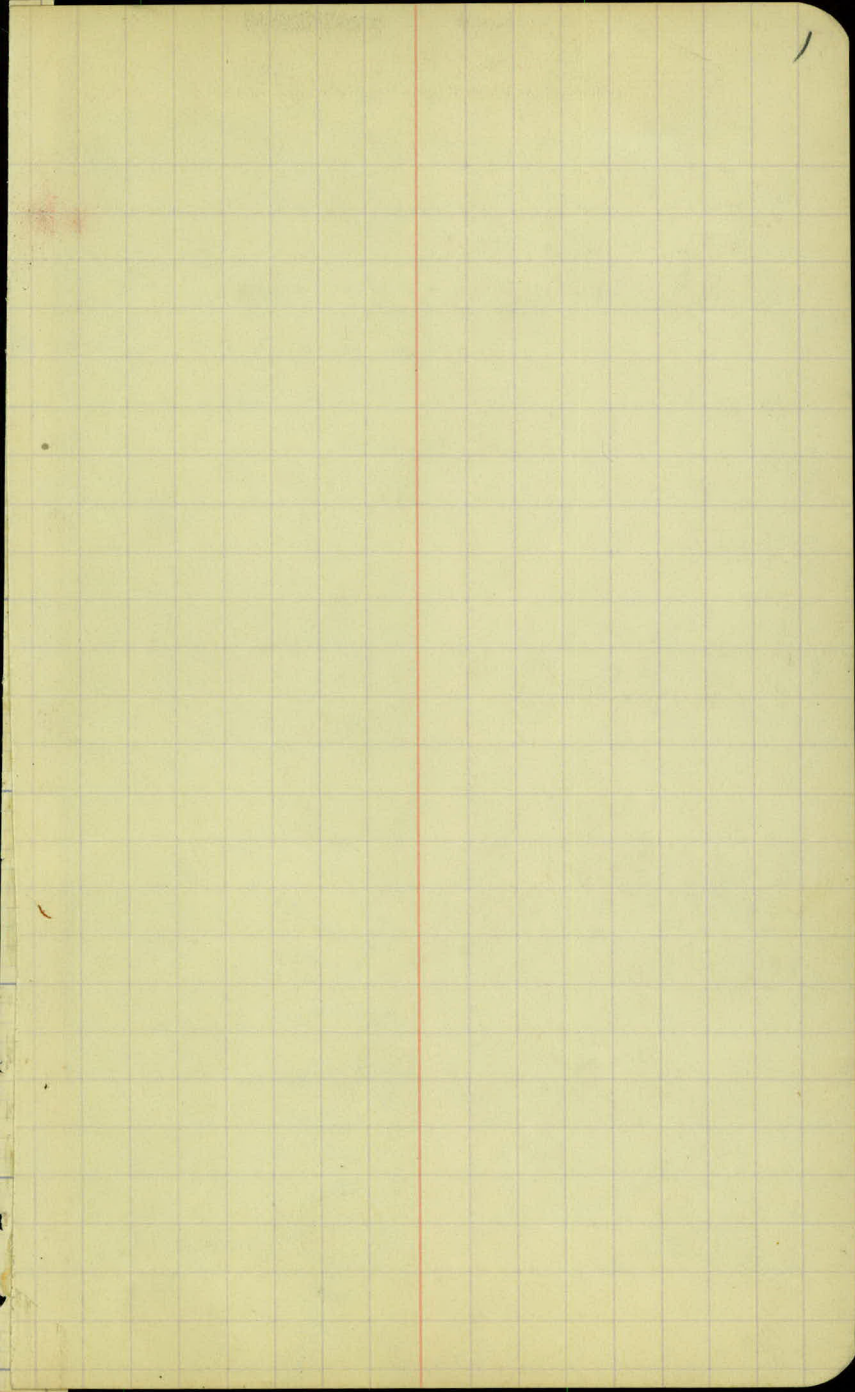
Page #

Auto Accident on Long Lake Road in Sec. 5-
" " " " " X Sections

1-2

3



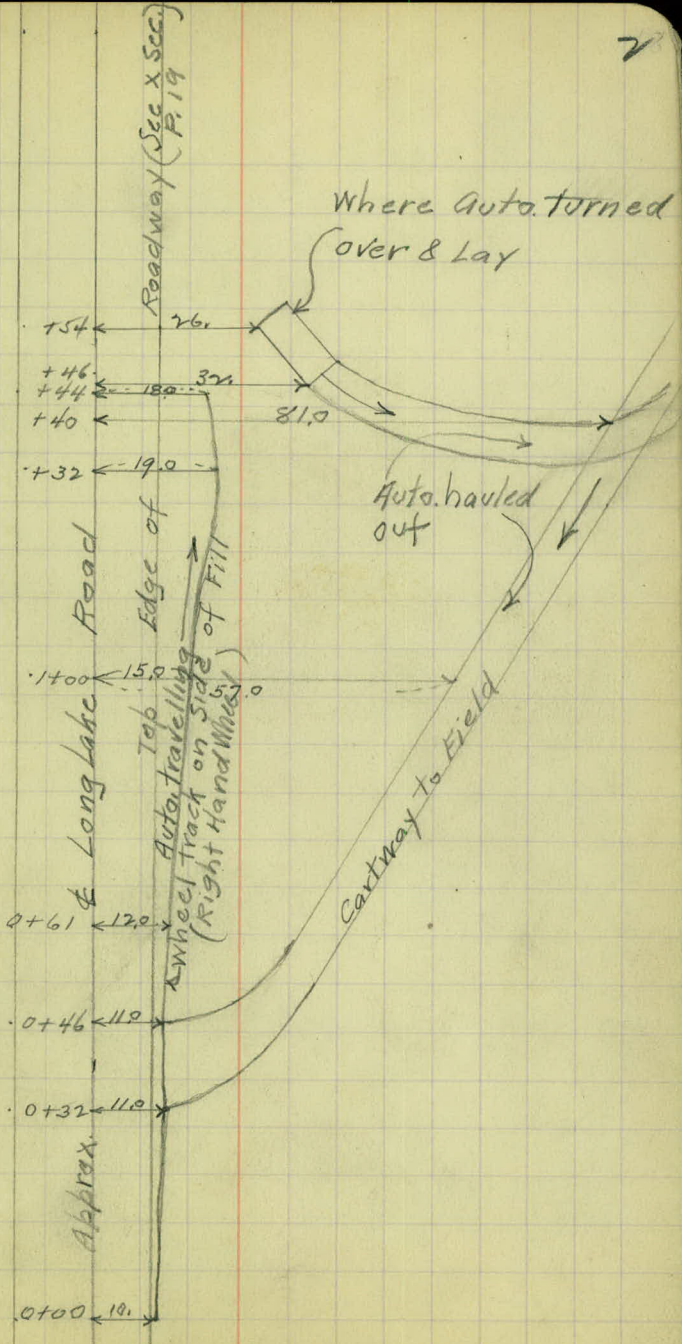


Auto. Accident on
Long Lake Road in Sec. 5.T.30.R.
for Coroner's Office

Oct. 30-23

R.H.

See Page 3 for x Sections



0+00

+32

+46

+61

1+00

+32

+44

+54

2+00

L

C

R

$$\frac{3.1}{30} \quad \frac{5.0}{20} \quad \frac{2.7}{13} \quad 2.5 \quad \frac{3.0}{11} \quad \frac{5.4}{18} \quad \frac{5.8}{28}$$

$$\frac{6.9}{27} \quad \frac{6.8}{23} \quad \frac{3.5}{13} \quad 3.4 \quad \frac{4.1}{11} \quad \frac{6.3}{17} \quad \frac{8.0}{33}$$

$$\frac{7.0}{27} \quad \frac{7.0}{22} \quad \frac{4.0}{13} \quad 3.7 \quad \frac{4.4}{11} \quad \frac{5.8}{14} \quad \frac{8.4}{26}$$

$$\frac{8.7}{26} \quad \frac{7.5}{20} \quad \frac{4.0}{13} \quad 4.0 \quad \frac{4.7}{11} \quad \frac{5.7}{14} \quad \frac{6.9}{20} \quad \frac{8.3}{26} \quad \frac{8.7}{33}$$

$$\frac{8.1}{24} \quad \frac{7.6}{19} \quad \frac{4.7}{10} \quad 4.6 \quad \frac{5.3}{10} \quad \frac{7.7}{15} \quad \frac{9.9}{21} \quad \frac{10.8}{30}$$

$$\frac{8.6}{27} \quad \frac{8.5}{18} \quad \frac{4.9}{11} \quad 4.8 \quad \frac{5.3}{11} \quad \frac{8.7}{19} \quad \frac{10.7}{26} \quad \frac{11.0}{30}$$

$$\frac{8.5}{26} \quad \frac{8.1}{15} \quad \frac{5.1}{12} \quad 4.9 \quad \frac{5.3}{12} \quad \frac{6.9}{14} \quad \frac{9.0}{18} \quad \frac{11.2}{26} \quad \frac{11.5}{30}$$

$$\frac{8.5}{24} \quad \frac{8.4}{18} \quad \frac{5.1}{10} \quad 5.0 \quad \frac{5.3}{11} \quad \frac{10.0}{21} \quad \frac{11.6}{30}$$

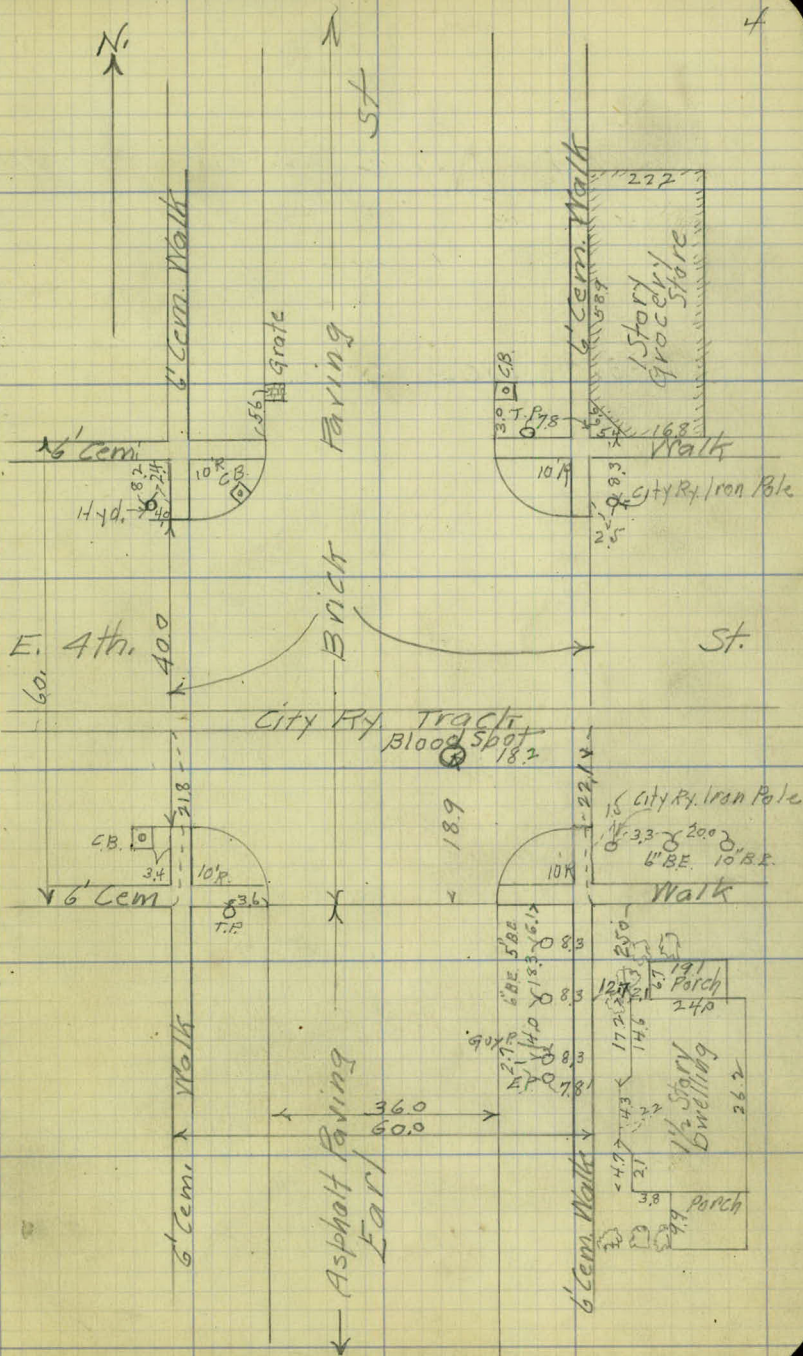
$$\frac{8.4}{24} \quad \frac{8.1}{18} \quad \frac{5.3}{11} \quad 5.1 \quad \frac{5.7}{9} \quad \frac{9.2}{17} \quad \frac{10.2}{27}$$

7
Earl & Fourth St.
Auto Accident

Location June 2-24

R.H.

Plated June 5th - E L M



State Trunk Highway No. 1
Auto Accident July 4-24

in Sec. 1-T. 30-R. 22 Approx. 4000 ft So. of
County Line

Locations July 14-24

R.H.

For X. Sec. Sec P. 6

Bald Eagle Lake

Location Line + Nest
Line of Travelled Road
S.T.H. No. 1

H8.11's
Barn
Tavern

T.P.
61.5+14

5+00
5+00

25.0

90.9

4+58.6

38.5

4+50

26.0

O.T.P.

Approx. Location
of Accident July
9 - 1924

to Duluth

32.3

26.8

3+98.3

26.7

4+00

16.1

27.4

3+75

27.8

3+50

38.2

O.T.P.

3+30.75

3+22

29.0

T.P. 5.5

3+17.2

26.2

3+00

24.7

2.53

2+66.5

25.0

2+75

15.8

T.P. 2+53.8

26.0

T.P. 2+52.6

13.1

2+40.1

24.6

2+50

10.51

2+34.1

25.4

2+25

8.0

2+13.8

25.3

2+00

0.88

2+01.5

25.0

0.71

1+99

24.9

1+75

24.4

1+50

24.7

1+25

24.2

0+75

24.9

0+50

25.0

0+25

49.2

0+00

49.2

N.P. Ry. Track

3.12

103.12

100.00

0+00

0+50

1+00

+50

2

+50

3+00

+50

4

+50

+50

5

6+00

W C E

D.S. Braults Tavern (Assumed Elev.)

6

6.1	8.4	7.5	5.6	5.4	5.5	6.3	2.8
<u>47</u>	<u>38</u>	<u>5</u>		<u>12</u>	<u>24</u>	<u>27</u>	<u>33</u>

6.1	8.4	7.4	5.7	5.4	5.4	6.0	2.6
<u>53</u>	<u>38</u>	<u>5</u>		<u>12</u>	<u>24</u>	<u>25</u>	<u>34</u>

8.4	7.7	5.4	5.2	5.2	5.4	3.5	2.6
<u>51</u>	<u>5</u>		<u>12</u>	<u>22</u>	<u>24</u>	<u>27</u>	<u>38</u>

7.8	7.7	5.4	5.1	5.1	5.3	3.0	4.0
<u>52</u>	<u>5</u>		<u>13</u>	<u>24</u>	<u>26</u>	<u>29</u>	<u>41</u>

6.8	7.3	5.2	5.0	5.1	5.4	3.5	4.2
<u>37</u>	<u>5</u>		<u>14</u>	<u>25</u>	<u>26</u>	<u>29</u>	<u>50</u>

9.8	8.2	5.1	5.1	5.0	4.9	6.3	
<u>32</u>	<u>11</u>		<u>15</u>	<u>25</u>	<u>28</u>	<u>5.3</u>	

9.2	7.9	5.7	5.4	5.7	6.6	6.0	6.7
<u>34</u>	<u>10</u>		<u>14</u>	<u>26</u>	<u>34</u>	<u>40</u>	<u>60</u>

8.7	6.9	6.0	5.5	5.6	6.0	7.2	7.3
<u>47</u>	<u>14</u>		<u>7</u>	<u>15</u>	<u>27</u>	<u>33</u>	<u>60</u>

5.6	6.0	5.7	5.5	6.0	7.4	7.5	
<u>27</u>	<u>9</u>		<u>12</u>	<u>26</u>	<u>31</u>	<u>60</u>	

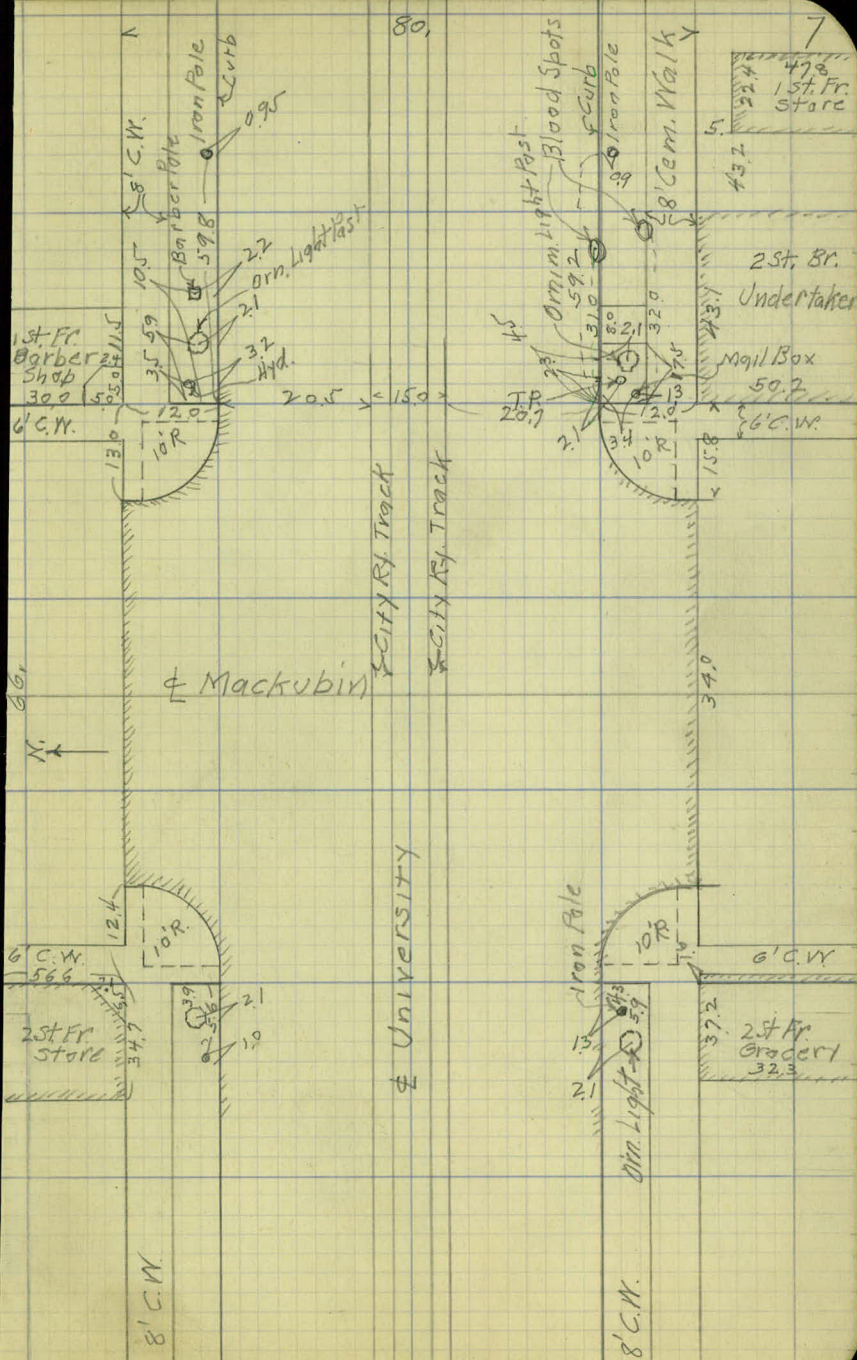
	5.5	5.9	5.6	6.0	7.5	7.4	
	<u>38</u>		<u>12</u>	<u>25</u>	<u>31</u>	<u>51</u>	
5.4	6.2	6.0	5.6	6.1	7.6	7.5	
<u>40</u>	<u>5</u>		<u>12</u>	<u>24</u>	<u>30</u>	<u>60</u>	

6.0	7.0	5.8	5.7	6.2	7.6	7.2	
<u>41</u>	<u>4</u>		<u>12</u>	<u>24</u>	<u>29</u>	<u>65</u>	

Auto Accident
Mackubin & University (S.E. Cor.)
Sept. 4 - 24

Location Sept. 5-24

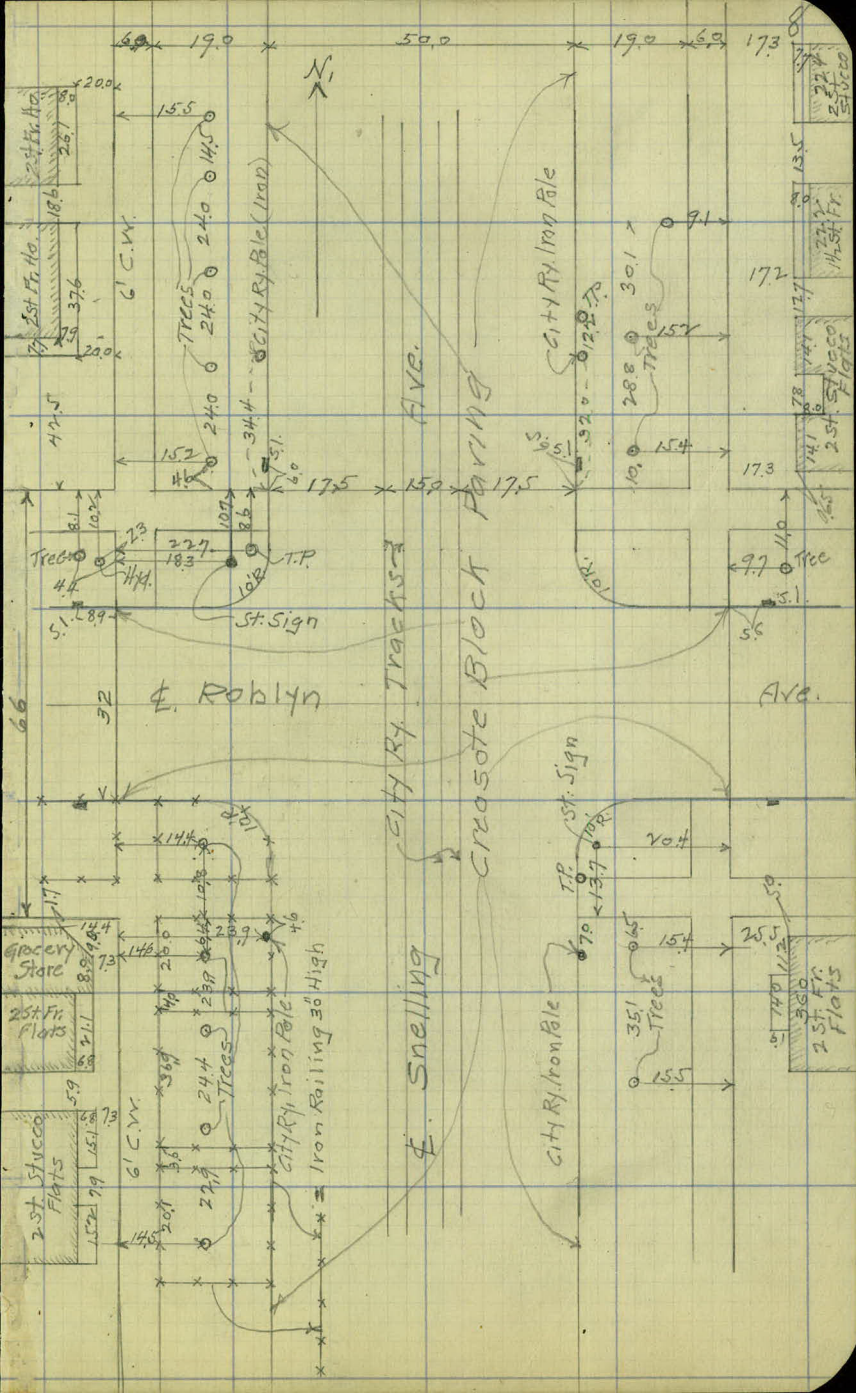
R.H.



Auto Accident
Snelling & Roblyn

Location Oct. 14-24
R.H.

Drawn Oct 15 1924 E.L.N.



Auto. Accident
On County Road "B" + Soo Line Track
 $\frac{1}{2}$ Mile $\pm$ East of Rice St.

Survey 7/15/25
R.H.

Cross Sec. Page 10

R.R.
Caution Sign

4+00.0 15.0
3+87.7 12.0

11.0 3+80.6

9

County Caution Sign

Guard Rail

2+03

Guard Rail

Road "B"

E. County

Portion of Guard Rail
Broken Down by
Auto.

Elec. Pole

Guy Pole

R.R. Fence

0+57.5

R.R. Caution
Sign

31.5

0+59.2 10.5

80+42.6
29.5
32.5 43.2

0+38.6

0+36.7

0+36.7

R.R. Fence

0+16.5

32.1

23.6

0+18.4

0+18.9

11.5

0+11.45

33.8

0-03.2

500
Cattle
Guard

0-00.85

37.4

R.R. Fence

Cattle
Guard

Track

0-23.1

11.8

21.3

28.6

0-21

0-22.7

11.3

0-31.6

49.0

0-39

Guard Rail

Guard Rail

27.8

R.R. Fence

RR Caution
Sign

0-6.5

1.52 101.52

100.00 Top W. Rail
(Assumed Elev.)

0 - 100 -

0 - 52

0 - 26

0 - 06

0 + 00

0 + 17

0 + 44

0 + 51

+ 69

+ 79 -

1 + 00 -

1 + 50 -

L

C

R

10

$$\frac{81.0}{50}$$

$$\frac{81.2}{45}$$

$$\frac{84.0}{29}$$

$$\frac{96.0}{11}$$

$$96.2$$

$$\frac{95.9}{14}$$

$$\frac{83.8}{26}$$

$$\frac{81.8}{40}$$

$$\frac{82.3}{48}$$

$$\frac{85.5}{31}$$

$$\frac{98.0}{12}$$

$$98.1$$

$$\frac{97.8}{11}$$

$$\frac{85.2}{29}$$

$$\frac{82.3}{44}$$

$$\frac{81.0}{46}$$

$$\frac{89.8}{28}$$

$$\frac{98.9}{12}$$

$$100.3$$

$$\frac{100.1}{11}$$

$$\frac{99.4}{33}$$

$$\frac{99.2}{33}$$

$$\frac{99.8}{18}$$

$$100.0$$

$$\frac{99.6}{33}$$

$$\frac{99.4}{33}$$

$$100.1$$

$$\frac{99.8}{9}$$

$$\frac{99.1}{27}$$

$$\frac{98.1}{33}$$

$$24$$

$$25$$

$$1.6$$

$$1.5$$

$$1.5$$

$$27$$

$$33$$

$$\frac{99.1}{33}$$

$$\frac{99.0}{16}$$

$$\frac{99.9}{11}$$

$$100.1$$

$$100.1$$

$$\frac{92.2}{21}$$

$$\frac{86.2}{37}$$

$$\frac{85.0}{46}$$

$$88$$

$$4.1$$

$$1.5$$

$$1.2$$

$$1.1$$

$$1.3$$

$$5.3$$

$$28$$

$$37$$

$$46$$

$$\frac{92.7}{33}$$

$$\frac{95.4}{21}$$

$$100.1$$

$$100.3$$

$$\frac{100.2}{10}$$

$$\frac{88.9}{28}$$

$$\frac{82.4}{56}$$

$$88$$

$$4.1$$

$$1.5$$

$$1.2$$

$$1.3$$

$$5.3$$

$$28$$

$$37$$

$$46$$

$$82$$

$$5.9$$

$$1.1$$

$$0.7$$

$$9.9$$

$$17$$

$$58$$

$$56$$

$$56$$

$$56$$

$$92.7$$

$$\frac{95.4}{21}$$

$$100.1$$

$$100.3$$

$$100.2$$

$$\frac{96.2}{17}$$

$$\frac{82.4}{56}$$

$$82$$

$$5.9$$

$$1.1$$

$$0.7$$

$$9.9$$

$$17$$

$$58$$

$$56$$

$$56$$

$$56$$

$$93.3$$

$$\frac{95.6}{18}$$

$$100.4$$

$$100.8$$

$$\frac{100.6}{11}$$

$$\frac{95.7}{18}$$

$$\frac{82.5}{55}$$

$$90$$

$$7.0$$

$$5.9$$

$$0.9$$

$$0.9$$

$$0.8$$

$$0.8$$

$$0.8$$

$$0.8$$

$$0.8$$

$$0.8$$

$$\frac{92.5}{33}$$

$$\frac{94.5}{26}$$

$$\frac{95.6}{18}$$

$$100.6$$

$$100.9$$

$$100.7$$

$$\frac{92.1}{24}$$

$$80.6$$

$$93$$

$$7.5$$

$$1.8$$

$$0.4$$

$$0.3$$

$$11.4$$

$$11.4$$

$$11.4$$

$$11.4$$

$$11.4$$

$$\frac{92.2}{33}$$

$$\frac{94.0}{22}$$

$$100.1$$

$$100.2$$

$$\frac{100.1}{11}$$

$$\frac{81.7}{42}$$

$$\frac{76.6}{66}$$

$$\frac{83.3}{47}$$

$$\frac{102.2}{11}$$

$$102.4$$

$$\frac{102.3}{11}$$

$$\frac{78.5}{47}$$

$$\frac{74.2}{68}$$

Auto Accident
Grand + Dale

Location Nov. 10-1926

R.H.

1st. Brick

100 ±

10

12.5

79.0

119

X 4 Dale St

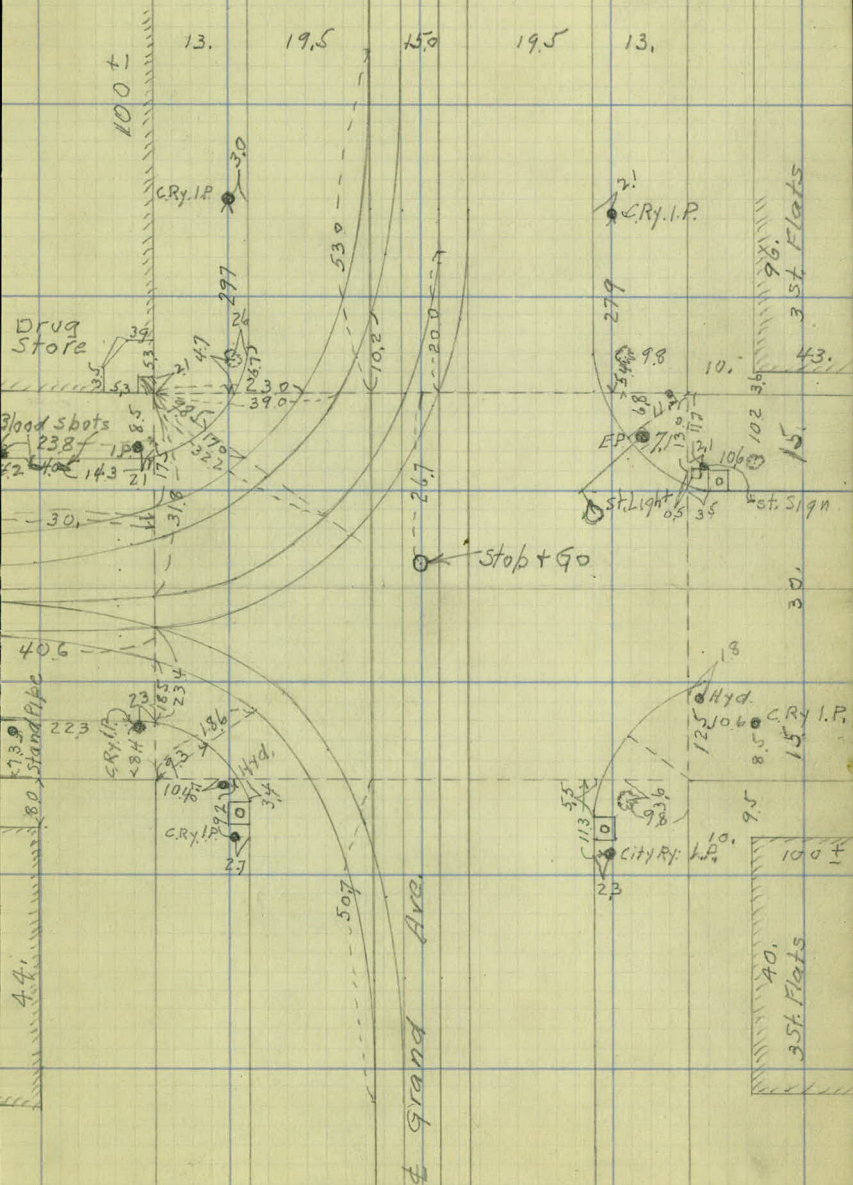
15

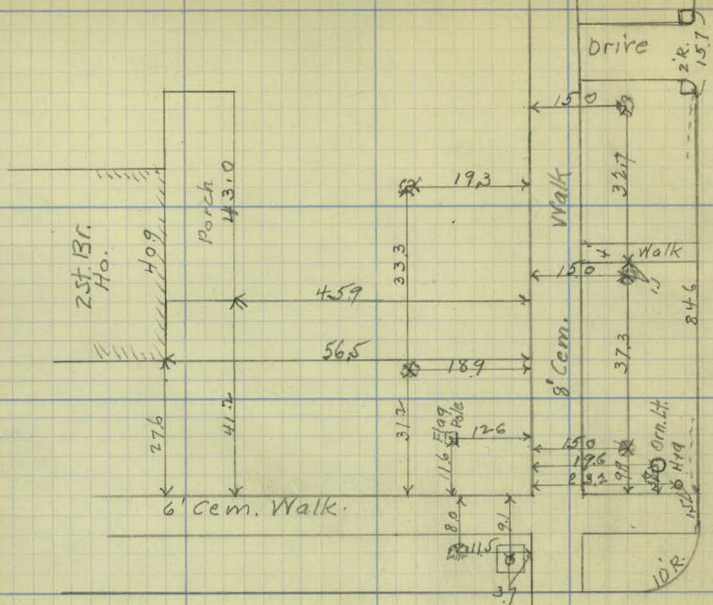
12.5

10

100 ±

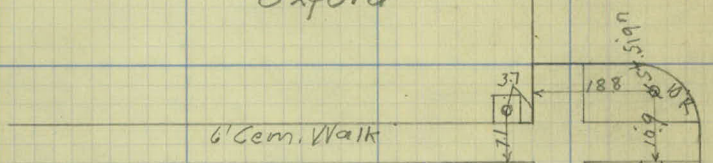
11st. Flats





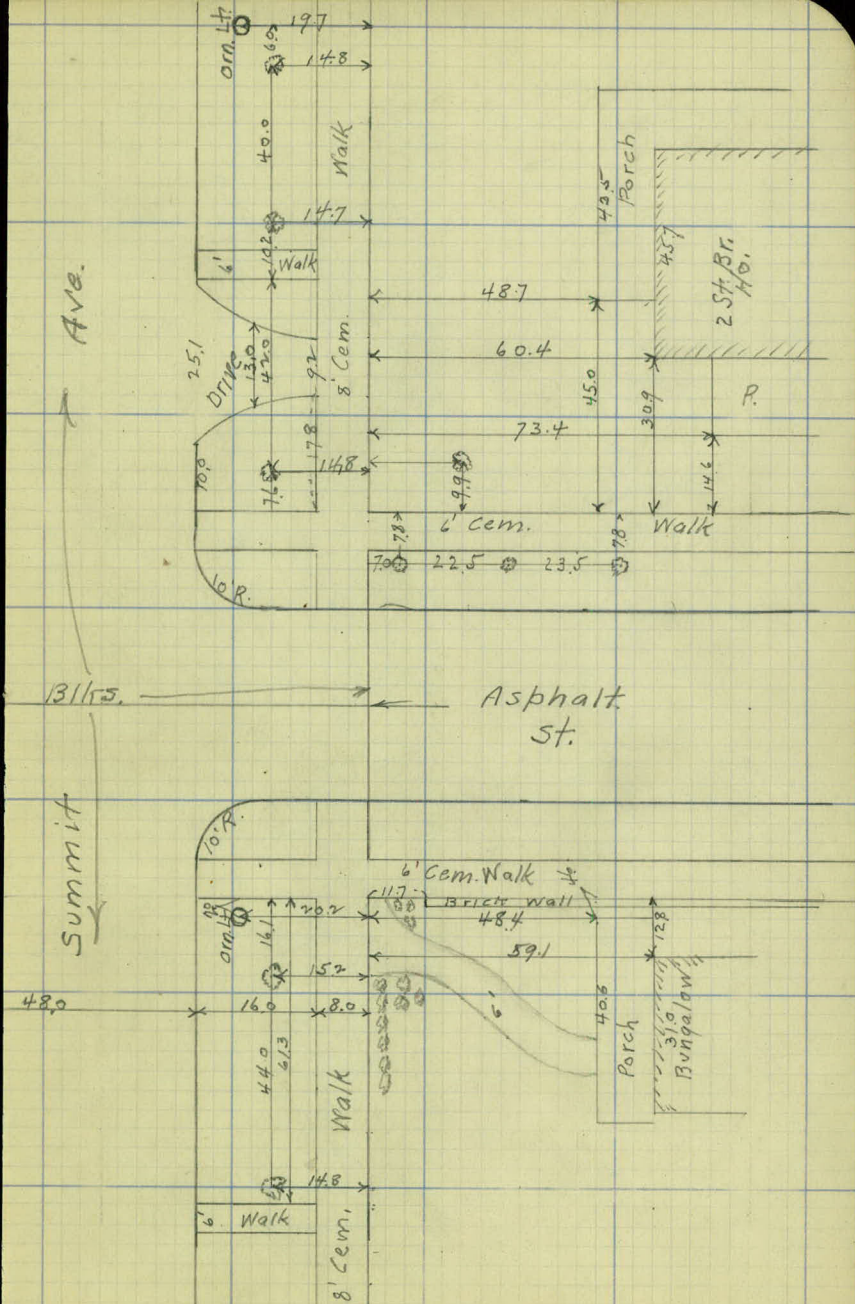
Dirt
Oxford

Creosoted



Coroner's Survey

Mch. 18-27



Coroner's Survey.

June 7-27

Coroners Survey

7

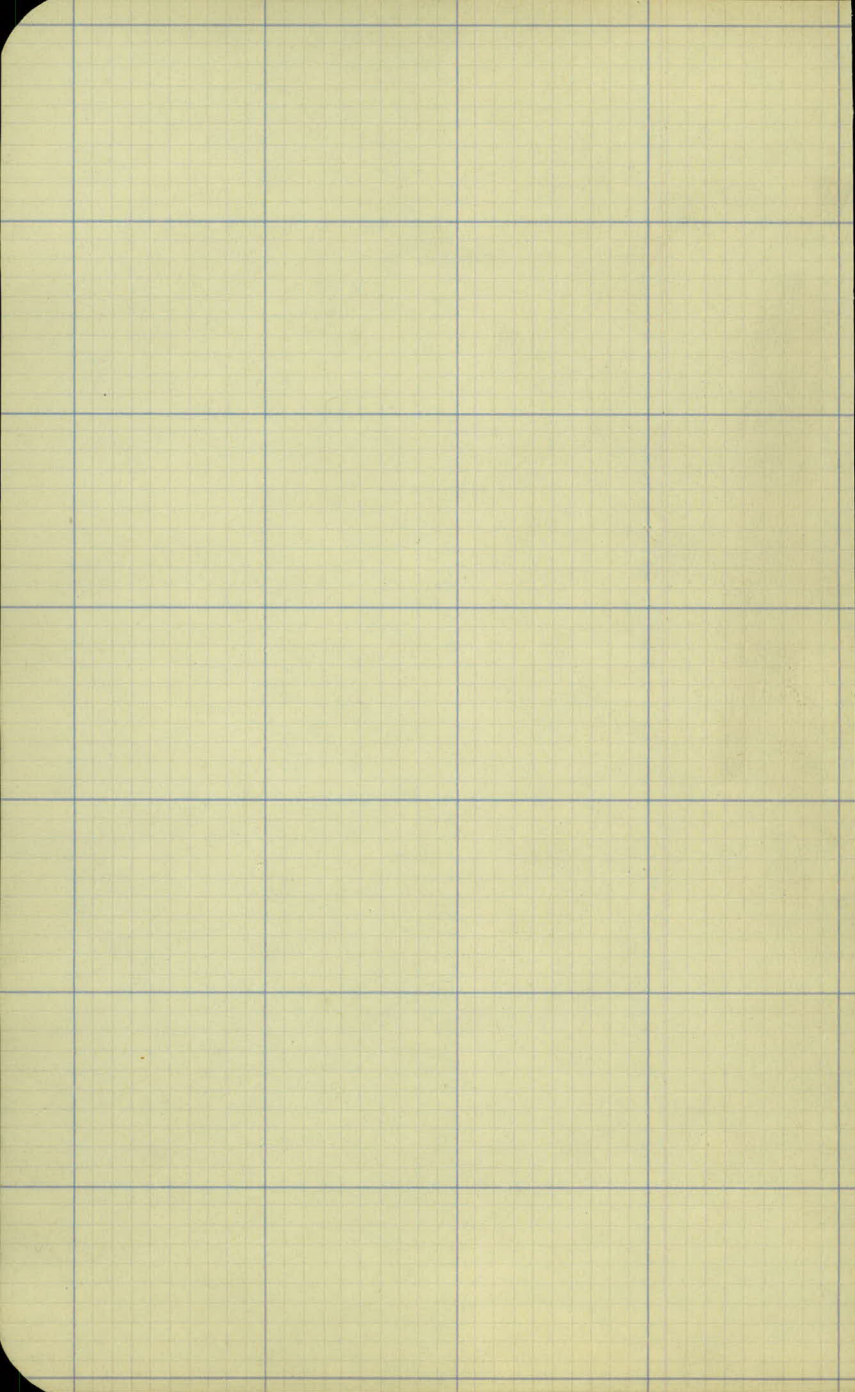
1926

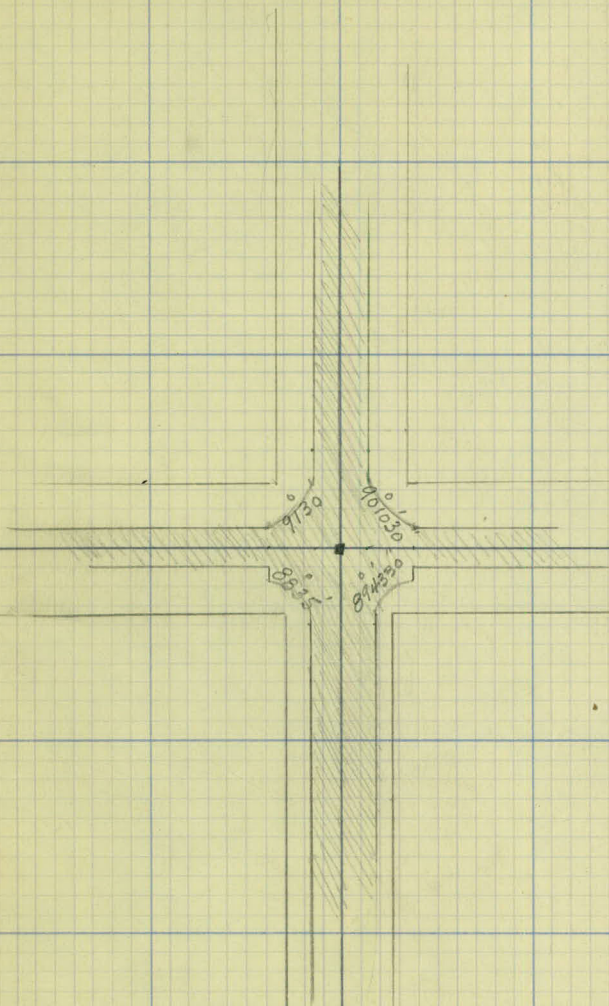
New Brighton Rd. 2

10'	10'
-----	-----

Co. Rd. "C"

N.P.R.





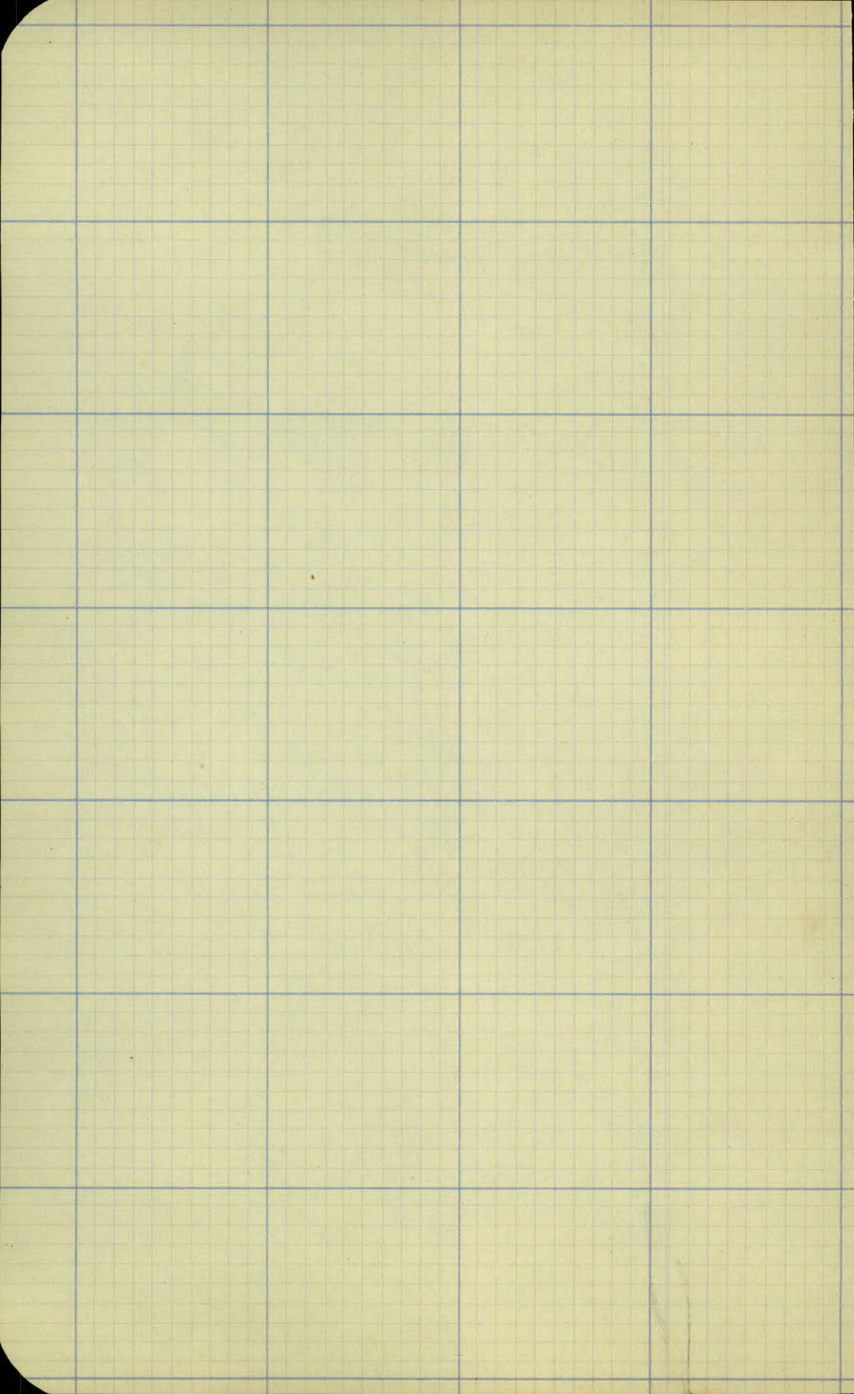


TABLE IX.—CALCULATION OF EARTHWORK.

Width	HEIGHT														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	.02	.04	.06	.07	.09	.11	.13	.15	.17	.18	.20	.22	.24	.26	.28
2	.04	.07	.11	.15	.18	.22	.26	.30	.33	.37	.41	.44	.48	.52	.56
3	.06	.11	.17	.22	.28	.33	.39	.44	.50	.56	.61	.67	.72	.78	.83
4	.07	.15	.22	.30	.37	.44	.52	.59	.67	.74	.81	.89	.96	1.04	1.11
5	.09	.19	.28	.37	.46	.56	.65	.74	.83	.93	1.02	1.11	1.20	1.30	1.39
6	.11	.22	.33	.44	.56	.67	.78	.89	1.00	1.11	1.22	1.33	1.44	1.55	1.67
7	.13	.26	.39	.52	.65	.78	.91	1.04	1.16	1.30	1.42	1.55	1.68	1.81	1.94
8	.15	.30	.44	.59	.74	.89	1.04	1.19	1.33	1.48	1.63	1.78	1.92	2.08	2.22
9	.17	.33	.50	.67	.83	1.00	1.17	1.33	1.50	1.67	1.83	2.00	2.17	2.33	2.50
10	.18	.37	.56	.74	.93	1.11	1.30	1.48	1.67	1.85	2.04	2.22	2.41	2.59	2.78
11	.20	.41	.61	.82	1.02	1.22	1.43	1.63	1.83	2.04	2.24	2.44	2.65	2.85	3.06
12	.22	.44	.67	.89	1.11	1.33	1.56	1.78	2.00	2.22	2.44	2.67	2.89	3.11	3.33
13	.24	.48	.72	.96	1.20	1.44	1.68	1.92	2.16	2.41	2.65	2.89	3.13	3.37	3.61
14	.26	.52	.78	1.04	1.30	1.55	1.81	2.08	2.33	2.59	2.85	3.11	3.37	3.63	3.89
15	.28	.56	.83	1.11	1.39	1.67	1.94	2.22	2.50	2.78	3.06	3.33	3.61	3.89	4.17
16	.30	.59	.89	1.18	1.48	1.78	2.07	2.37	2.67	2.96	3.26	3.56	3.85	4.15	4.44
17	.31	.63	.94	1.26	1.57	1.89	2.20	2.52	2.83	3.15	3.46	3.78	4.09	4.41	4.72
18	.33	.67	1.00	1.33	1.67	2.00	2.33	2.67	3.00	3.33	3.67	4.00	4.33	4.67	5.00
19	.35	.70	1.06	1.41	1.76	2.11	2.46	2.82	3.17	3.52	3.87	4.22	4.57	4.92	5.28
20	.37	.74	1.11	1.48	1.85	2.22	2.59	2.96	3.33	3.70	4.07	4.44	4.81	5.18	5.56
21	.39	.78	1.17	1.55	1.94	2.33	2.72	3.11	3.50	3.89	4.28	4.67	5.06	5.44	5.83
22	.41	.81	1.22	1.63	2.04	2.44	2.85	3.26	3.67	4.07	4.48	4.89	5.30	5.70	6.11
23	.43	.85	1.28	1.70	2.13	2.56	2.98	3.41	3.83	4.26	4.68	5.11	5.54	5.96	6.39
24	.44	.89	1.33	1.78	2.22	2.67	3.11	3.56	4.00	4.44	4.89	5.33	5.78	6.22	6.67
25	.46	.92	1.39	1.85	2.31	2.78	3.24	3.70	4.17	4.63	5.09	5.56	6.02	6.48	6.94
26	.48	.96	1.44	1.92	2.41	2.89	3.37	3.85	4.33	4.82	5.30	5.78	6.26	6.74	7.24
27	.50	1.00	1.50	2.00	2.50	3.00	3.50	4.00	4.50	5.00	5.50	6.00	6.50	7.00	7.50
28	.52	1.04	1.55	2.07	2.59	3.11	3.63	4.15	4.67	5.18	5.70	6.22	6.74	7.26	7.78
29	.54	1.07	1.61	2.15	2.68	3.22	3.76	4.30	4.83	5.37	5.91	6.44	6.98	7.52	8.06
30	.56	1.11	1.67	2.22	2.78	3.33	3.89	4.44	5.00	5.55	6.11	6.67	7.22	7.78	8.33
31	.57	1.15	1.72	2.30	2.87	3.44	4.02	4.59	5.17	5.74	6.32	6.89	7.46	8.04	8.61
32	.59	1.18	1.78	2.37	2.96	3.56	4.15	4.74	5.33	5.92	6.52	7.11	7.70	8.30	8.89
33	.61	1.22	1.83	2.44	3.05	3.67	4.28	4.89	5.50	6.11	6.72	7.33	7.94	8.55	9.17
34	.63	1.26	1.89	2.52	3.15	3.78	4.40	5.04	5.67	6.29	6.93	7.56	8.18	8.81	9.44
35	.65	1.30	1.94	2.59	3.24	3.89	4.53	5.18	5.83	6.48	7.13	7.78	8.42	9.08	9.72
36	.67	1.33	2.00	2.67	3.33	4.00	4.66	5.33	6.00	6.67	7.33	8.00	8.67	9.33	10.00
37	.68	1.37	2.06	2.74	3.42	4.11	4.79	5.48	6.17	6.85	7.54	8.22	8.91	9.59	10.28
38	.70	1.41	2.11	2.82	3.52	4.22	4.92	5.63	6.33	7.03	7.74	8.44	9.15	9.85	10.56
39	.72	1.44	2.17	2.89	3.61	4.33	5.05	5.78	6.50	7.22	7.95	8.67	9.39	10.11	10.83
40	.74	1.48	2.22	2.96	3.70	4.44	5.18	5.92	6.67	7.41	8.15	8.89	9.63	10.37	11.11

Table gives cu. yds. in 1 ft. of a triangle of given width and height. Corrections for tenths of width are one tenth the values found under each height considering the widths from 1 to 9 as tenths and similarly the corrections for tenths of height are one tenth the figures opposite width considering the heights from 1 to 9 as tenths. Thus if $w = 16.2$ and $h = 5.3$, cu. yds. $= 1.48 + .028 + .089 = 1.597$ cu. yds. or practically 160 cu. yds. per 100 ft. If w exceeds 40 ft., use one half and multiply result by 2, if both w and h are large use one half of each and multiply result by 4. Any cross-section may be divided into triangles by the following rule. To the triangle of the sum of the outside cuts (or fills) $= h$, and $\frac{1}{2}$ the roadbed $= w$, add the triangles formed by taking the distance out to each break in turn ($= w$'s) by the difference between the cuts (or fills) on each side of it ($= h$'s) always subtracting the outer from the inner.

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

Roadway 16 feet wide. Side Slopes 1 on 1½.

For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.2	8.3	8.5	8.6	8.8	8.9	9.1	9.2	9.4	0
1	9.5	9.7	9.8	10.0	10.1	10.3	10.4	10.6	10.7	10.9	1
2	11.0	11.2	11.3	11.5	11.6	11.8	11.9	12.1	12.2	12.4	2
3	12.5	12.7	12.8	13.0	13.1	13.3	13.4	13.6	13.7	13.9	3
4	14.0	14.2	14.3	14.5	14.6	14.8	14.9	15.1	15.2	15.4	4
5	15.5	15.7	15.8	16.0	16.1	16.3	16.4	16.6	16.7	16.9	5
6	17.0	17.2	17.3	17.5	17.6	17.8	17.9	18.1	18.2	18.4	6
7	18.5	18.7	18.8	19.0	19.1	19.3	19.4	19.6	19.7	19.9	7
8	20.0	20.2	20.3	20.5	20.6	20.8	20.9	21.1	21.2	21.4	8
9	21.5	21.7	21.8	22.0	22.1	22.3	22.4	22.6	22.7	22.9	9
10	23.0	23.2	23.3	23.5	23.6	23.8	23.9	24.1	24.2	24.4	10
11	24.5	24.7	24.8	25.0	25.1	25.3	25.4	25.6	25.7	25.9	11
12	26.0	25.2	26.3	26.5	26.6	26.8	26.9	27.1	27.2	27.4	12
13	27.5	27.7	27.8	28.0	28.1	28.3	28.4	28.6	28.7	28.9	13
14	29.0	29.2	29.3	29.5	29.6	29.8	29.9	30.1	30.2	30.4	14
15	30.5	30.7	30.8	31.0	31.1	31.3	31.4	31.6	31.7	31.9	15
16	32.0	32.2	32.3	32.5	32.6	32.8	32.9	33.1	33.2	33.4	16
17	33.5	33.7	33.8	34.0	34.1	34.3	34.4	34.6	34.7	34.9	17
18	35.0	35.2	35.3	35.5	35.6	35.8	35.9	36.1	36.2	36.4	18
19	36.5	36.7	36.8	37.0	37.1	37.3	37.4	37.6	37.7	37.9	19
20	38.0	38.2	38.3	38.5	38.6	38.8	38.9	39.1	39.2	39.4	20
21	39.5	39.7	39.8	40.0	40.1	40.3	40.4	40.6	40.7	40.9	21
22	41.0	41.2	41.3	41.5	41.6	41.8	41.9	42.1	42.2	42.4	22
23	42.5	42.7	42.8	43.0	43.1	43.3	43.4	43.6	43.7	43.9	23
24	44.0	44.2	44.3	44.5	44.6	44.8	44.9	45.1	45.2	45.4	24
25	45.5	45.7	45.8	46.0	46.1	46.3	46.4	46.6	46.7	46.9	25
26	47.0	47.2	47.3	47.5	47.6	47.8	47.9	48.1	48.2	48.4	26
27	48.5	48.7	48.8	49.0	49.1	49.3	49.4	49.6	49.7	49.9	27
28	50.0	50.2	50.3	50.5	50.6	50.8	50.9	51.1	51.2	51.4	28
29	51.5	51.7	51.8	52.0	52.1	52.3	52.4	52.6	52.7	52.9	29
30	53.0	53.2	53.3	53.5	53.6	53.8	53.9	54.1	54.2	54.4	30
31	54.5	54.7	54.8	55.0	55.1	55.3	55.4	55.6	55.7	55.9	31
32	56.0	56.2	56.3	56.5	56.6	56.8	56.9	57.1	57.2	57.4	32
33	57.5	57.7	57.8	58.0	58.1	58.3	58.4	58.6	58.7	58.9	33
34	59.0	59.2	59.3	59.5	59.6	59.8	59.9	60.1	60.2	60.4	34
35	60.5	60.7	60.8	61.0	61.1	61.3	61.4	61.6	61.7	61.9	35
36	62.0	62.2	62.3	62.5	62.6	62.8	62.9	63.1	63.2	63.4	36
37	63.5	63.7	63.8	64.0	64.1	64.3	64.4	64.6	64.7	64.9	37
38	65.0	65.2	65.3	65.5	65.6	65.8	65.9	66.1	66.2	66.4	38
39	66.5	66.7	66.8	67.0	67.1	67.3	67.4	67.6	67.7	67.9	39
40	68.0	68.2	68.3	68.5	68.6	68.8	68.9	69.1	69.2	69.4	40

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 41.9. For same slopes but other widths of roadbed correct above figures by one-half difference in width of roadbed; thus in example above for 20 ft. roadbed distance will be $41.9 + (20 - 16) \div 2$ or 2 ft. added to 41.9 = 43.9. For slopes of 1 on 1 see inside of front cover.